



"Direct firing"—a vital reason for Bullock's unmatched power.  
Open models ... G\$1,525 to G\$2,070  
Closed models ... G\$1,610 to G\$2,600

THE DRAGON MOTOR CAR CO., LTD.  
Telephone Central 1246 or 1247.  
33, Wong Nai Chung Road, Happy Valley.

## HONG KONG HOTEL.

### TO-DAY'S ANNUAL MEETING.

Shareholder In Critical Mood.

### REVIEW OF COMPANY'S AFFAIRS.

"... in this year of grace 1928 it makes my mouth water to peruse this ancient and yellow document."

These words were spoken by Mr. G. C. Moxon at the annual meeting of the Hong Kong and Shanghai Hotels, Ltd., held to-day. Mr. Moxon has been a resident in the Colony for many years and went home a few years ago but recently returned.

Mr. Moxon was referring to a final dividend of 12 per cent. for the half year ended December 31, 1927, and quoted other figures.

To his mind, said Mr. Moxon, the Hotels Co. had been too bold, but he paid a sterling tribute to the Repulse Bay, Peninsula, Majestic and other Hotels owned by the Company.

In his review of the Company's affairs, Mr. J. H. Taggart dealt with all branches of activities, adding that it was not likely that a dividend could be declared until the Peninsula Hotel was made revenue producing.

### TRIBUTE TO THE COMPANY'S HOTELS.

The attendance (representing 158,304 shares) comprised:—Mr. J. H. Taggart (chairman and managing director), Mr. J. Scott Harston, Mr. Allan Cameron, Mr. E. M. Raymond, Mr. John Fleming and Sir Elly Kadoorie, K.B.E., Com. Leg. Hon. (directors), Mr. W. J. Hawker (managing director), Mr. P. H. Suckling, A.S.A.A. (general manager) and the following shareholders:—Messrs. G. C. Moxon, Joseph Gould, W. E. Van Eps, P. W. Massey, N. V. A. Croucher, H. Birkett, A. W. Smith.

The general manager read the notice convening the meeting.

#### Chairman's Speech.

The chairman then read his review as follows:—

Gentlemen, — The printed report and statement of accounts at December 31, 1927, having been in your hands for some days I propose, with your permission, to follow the usual procedure by taking them as read. The report of the Auditor is as follows:—

"We have audited the above account and balance sheet with the books and documents of the Head Office and the accounts and balance sheet of the Shanghai Branch rendered by Messrs. Thomson & Co., certified by them as correct. We have obtained all the information and explanations we have required. In our opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs according to the best of our information and the explanations given to us and as shown by the books of the Company."

Percy Smith, Seth & Fleming, Auditors.

#### Accounts.

You will observe from the profit and loss account for the year 1927 that the balance of working account is \$1,102,559.43—a figure which bears favourable comparison with the similar balances of previous years.

The credit of \$466,652.25 to profit and loss account in respect of rents is considerably higher than usual and I would therefore explain that included in this figure is the rental obtained under agreement with the Military Authorities for the period they were in occupation of the Peninsula Hotel Building. On the other hand, interest during construction, which otherwise would have been charged to capital account, has been charged to profit and loss account for the period in respect of which the Company received rental from the Military Authorities, thus accounting for an increase in the item "Mortgage and Bank Interest." For the purpose of comparison of such item with the figure for the year 1926, however, I must point out that from the end of 1926 the Company received the benefit of saving of interest on the money obtained by the sale of the Kadoorie Hotel property in Shanghai.

#### Peninsula Hotel.

Early in January last a settlement was effected with the Military Authorities by the payment of a lump-sum to the Company covering the questions of re-instatement liability of the Company in respect of postponement

# China Mail

ESTABLISHED 1845

No. 25,842

HONG KONG, THURSDAY, APRIL 12, 1928.

PRICE, \$3.00 Per Month.

"Your Eyes Are Safe With Us."



N. LAZARUS

Hong Kong's Only European Optician.  
(Established Over Forty Years).  
Manager: RALPH A. COOPER, M.A.O.A.,  
Registered Optometrist by Canadian Govt. Exam.  
(Personal Attention).

### A COLLISION.

#### Railway Disaster In France.

#### NEAR GARE DU NORD.

Sixteen Killed: Nineteen Injured.

Paris, To-day. A violent collision occurred between two trains near the Gare du Nord. Fifteen persons are known to have been killed and 30 seriously injured. The work of extrication is proceeding.—Reuter.

#### Driver Arrested.

Paris, Later. The driver of one of the trains involved in to-day's collision has been arrested on a charge of homicide, it being alleged that he ignored the danger signal. It has been ascertained that 16 were killed and 19 seriously injured.—Reuter.

### JAPAN'S DANGER.

#### OUTBREAK AT TOKYO STATION.

#### "REDS" MENACE.

Tokyo, Yesterday. An indication that the round up of the extremists has increased the prospects of the Government weathering the coming Diet session was seen in the opening quotations of the Tokyo Stock Exchange, which registered an advance of the Yen to 80, while shares generally showed a firmer tone.—Reuter.

#### Political Leader Attacked.

Tokyo, To-day. Shouting "traitor" a party of between 20 and 30 reactionaries attacked Mr. Oyama, the President of the Ronoto Party, and Mr. Mizutani, a Ronoto Diet member, on their arrival at Tokyo Station from the country.

Other Ronoto sympathisers joined in the fight, which was finally quelled by a detachment of 50 police.

There were no casualties and no arrests, except of two Ronoto supporters who were distributing handbills attacking "Government Oppression."—Reuter.

Losses, we have made profits; and those profits have been placed to Reserves, thus consolidating the position on lines that will redound to the benefit of shareholders upon a recurrence of prosperity in Hong Kong and Shanghai.

Hong Kong Hotel. In the light of the position to which I have just drawn attention, you will understand why your directors have hesitated to embark upon any scheme of re-building the North and Middle blocks of the Hong Kong Hotel. So valuable a site cannot, however, be allowed to remain unproductive, and the subject of re-building thereon must be seriously considered in the near future—unless of course a good offer should be received for purchase of the site, in which case your directors would be prepared to carefully weigh the alternatives of fostering the interests of the Company either by a sale or by the erection of a new block.

#### Garage.

The Garage Department of the Company in Hong Kong—which department has in a very few years grown from a small venture into quite a large concern—continued to make steady progress during 1927. The motor-bus services have increased in popularity and have been well supported by the public; particularly have they proved to have been of great convenience to those whose homes are situated at some little distance from town. In fact your directors have under consideration an extension of the motor-bus services at present operated by the Company, both as to the number of vehicles and the routes served by them, and I trust that the Company will have in running in Hong Kong within the course of this year a number of motor coaches of the best modern type approved and utilised by the leading Municipalities in England, and thus be in a position to meet efficiently and expeditiously the increasing demand of the public for such means of passenger transportation.

Directorate and Staff.

Mr. A. Brodie Clarke, Dr. E. L. Marah and Mr. P. W. Massey, who had formed an Advisory Com-

### LOSING ALREADY?

#### Nationalists' Offensive In North.

#### T. V. SOONG MAY GO.

Intrigue Follows The MacMurray Settlement.

Shanghai, To-day. Although no absolute confirmation is possible, well-informed sources believe that Generalissimo Chiang Kai-shek's (Nationalist) offensive which opened on Monday morning against the North, ended disastrously. The Nationalists have been forced back. It is even possible that they have lost their main base, Hauchowfu.

Meanwhile intrigue is rampant, in Nanking notably, arising out of the preparations in the MacMurray Settlement, in connection with which it is believed that Mr. T. V.

Mr. T. V. Soong, the Nationalist Finance Minister and brother-in-law of Chiang Kai-shek, who may be forced out of the Ministry.

Marshal Li Chai-sum. The forthcoming departure of Marshal Li Chai-sum for Canton is also significant or lack of unity among the Nationalists.—Reuter.

#### Firing Heard at Pukow.

Nanking, Yesterday. Troop movements are still taking place across this part of the Yangtze River.

Firing was heard to the northwest of Pukow last (i.e., Tuesday) night.—British Naval Wireless.

[Note: Pukow is on the north bank, just opposite Nanking. It

is too far south of the front for the "firing heard" to indicate hostilities, and "north-west" of Pukow is not in the exact war zone.]

#### WAYFOONG'S LIEN.

#### China Merchants's Wharves At Shanghai.

#### N.Y.K. AS NEIGHBOUR.

Shanghai, To-day.

Commenting on the "common knowledge that the Hong Kong & Shanghai Banking Corporation has for long held a lien on the China Merchants S.N. Co.'s wharves at Shanghai in connection with loans dating back to 1912," the "North China Daily News" points out that although the wharves have been operated with considerable profit, interest on the loans is in arrears.

The "N. C. Daily News" adds that the latest rumour is that Wilson Yusion Kalash are about to become owners of property adjoining the China Merchants' wharves too. Details are to be ignored. The purchase price is reported to be \$5,000,000.—Reuter.

Rumours in Hong Kong.

Marshal Li was again invited by Mr. Chang Tsing-kang and Mr. Wu Tze-fel to visit Hangzhou.

He has now returned to Shanghai and was to have left Shanghai on the 10th for Canton.

There has been no report that

Marshal Li has actually left Shanghai.

It is commonly rumoured that he is due in Hong Kong to-morrow.

Mr. Koo Ying-ian (ex-Finance Minister) and Mr. Tang Chak-ye

(member of the Central Supervisory Committee) states the "Canton Gazette" are believed to be waiting in Hong Kong for Marshal Li's return when they will

probably accompany Marshal Li

to Canton.

BANDITS' ATTACK.

British Shipping Above Hankow.

Hankow, Yesterday.

It is believed that the firing on

British tugs and lighters (belonging to Messrs. Jardine Matheson

### QUEER VISITOR.

#### Calls At Government House This Morning.

#### DETAINED BY POLICE.

Wanted To Collect \$6,000,000 "Owing To Him."

A Chinese, dressed in European costume, trespassed in Government House this morning and, when questioned, was unable to give a satisfactory account for his presence there. As the man appeared from his manner, of speech to be of unsound mind, he was detained in the Office whilst the police were communicated with.

A traffic sergeant was despatched to Government House, and removed the Chinese to the Central Police Station in the sidecar.

The man, when questioned by the sergeant as to the reason for his call at Government House, coolly stated that he was there to collect \$6,000,000 owing to him!

At the Police Headquarters, the unfortunate man told an Indian sergeant that he was a man of "vision" and that he was the only man who could see Allah.

Later, the man was removed to the Government Civil Hospital for observation.

### COTTON TRADE.

#### ANOTHER CONFERENCE TO BE HELD.

#### EMPLOYERS & EMPLOYEES.

London, Yesterday.

The executives of eight Cotton Trade Unions have accepted the employers' invitation to a joint conference on the 16th inst. to "discuss proposals to give full productive effect as to a 48-hour week" signifying that cleaning will have to be done outside the ordinary working hours.—Reuter.

field and Swire) on Tuesday (as reported yesterday) was the work of bandits.—British Naval Wireless.

[Note: The British craft were proceeding from Hankow to Changsha and were fired on about 25 miles above Hankow, whence they returned down-river.]

#### FRENCH AT HANKOW.

Hankow, Yesterday. The anti-French situation has improved and it is not anticipated that trouble will occur now.—British Naval Wireless.

[Note: There has been agitation against the French but an understanding has been reached between the local Nationalist officials and the French Consular authorities, as reported by Reuter yesterday.]

Cables to Canton.

Marshal Li Chai-sum, head of the Canton Government, has cabled Mr. Fung Chuk-man, Commissioner of Finance (in reply to a cable by the latter) reading:

"Urgent, to Mr. Fung and others in Canton.—Your telegram received and noted. I shall leave Nanking on the 6th for Hangzhou on my way to Canton."

Another report received in Canton says that Marshal Li had started for Canton (presumably to travel on the "Empress of Canada" which left Shanghai last week-end) but was delayed by General Tan Yen-ki, Mr. Tsai Yuan-pai and other leading members of the Nationalist Government at Nanking, who "persuaded him to remain in Nanking for the time being, to help devise plans for the Northern punitive expedition."

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(member of the Central Supervisory Committee) states the "Canton Gazette" are believed to be waiting in Hong Kong for Marshal Li's return when they will

probably accompany Marshal Li

to Canton.

LATE JUDGE GARY.

#### SALARY AS CHAIRMAN OF U.S. STEEL CORP.

New York, Yesterday.

It is learned for the first time that the salary of the late Judge Gary, Chairman of the United States Steel Corporation, was \$225,000 per annum plus an annual bonus of \$15,000.—Reuter.

BIG SUGAR BLAZE.

\$1,000,000 WORTH DESTROYED.

AN AMERICAN LOSS.

Havana, To-day.

## HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital ..... \$50,000,000  
Issued and Fully Paid up ..... \$20,000,000  
Reserve Funds ..... £1,000,000  
Steel ..... £1,000,000  
Silver ..... \$1,000,000  
Reserve Liability of Proprietors ..... \$20,000,000

HEAD OFFICE: HONGKONG.

COURT OF DIRECTORS:

A. H. Compton, Esq.  
Chairman.N. R. Brown, Esq.  
Deputy-Chairman.

W. H. Bell, Esq. C. G. S. Mackie, Esq.  
Mr. B. D. F. Delth. W. L. Paterson, Esq.  
A. Macgowan, Esq. T. G. Wall, Esq.  
H. P. White, Esq.  
Chief Manager.  
Hon. Mr. A. C. Hynes.

BRANCHES:

AMCOK LONDON LYONS  
BANGKOK LYONS  
BATAVIA MALACCA  
BOMBA MANILA  
CALCUTTA MUMKED  
CANTON NAGASAKI  
CHENGUO NEW YORK  
COLOMBO PEKING  
DAIREN PENANG  
FOOCHOW HANNOON  
HAIKONG SAIGON  
HAMBURG SHAN FRANCISCO  
HANKOW SHANGHAI  
HARBIN SINGAPORE  
HONGKONG SOUBADIA  
HOKKO SUNGET PATANI  
JOHORE TIENTSIN  
KOBEN TOKYO  
KUALA LUMPUR TSINGTAO  
YOKOHAMA

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on application.

Hong Kong, 3rd April, 1928.

## HONG KONG SAVINGS BANK.

The business of the above bank is conducted by the HONG KONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

FOR THE HONGKONG &amp; SHANGHAI BANKING CORPORATION.

A. C. Hynes,  
Chief Manager.

Hong Kong, 13th September, 1927.

## NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)

BANKERS:

Established 1921.

Hong Kong Office: 11 Queen's Road Central.

Authorized Capital ..... Guilders 150,000,000.  
Paid-Up Capital ..... (121,800,000)Reserve Fund ..... Guilders 12,000,000.  
Hoover Fund ..... Guilders 40,000,000.  
(25,835,835)

Head Office: (AMSTERDAM).

Lester H. Ong: BATAVIA.

BRANCHES: Bandung, Batavia, Benoa, Benyay, Cattura, Chirton, Jiddah, Djemper, Djokjakarta, The Hague, Jeddah, Kuta, Kuta-Hadji, Makassar, Medan, Padang, Palembang, Samarinda, Semarang, Simeulue, Sumatra, Ternate, Tjilatjap and Weltevreden.

These offices have safe deposit boxes to let.

London Bankers: National Provincial Bank Ltd.

Correspondents all over the world.

Bankers: Bankers of every description transacted.

O. STENSTRA, Manager.

Hong Kong, 30th July, 1927.

## BANQUE DE L'INDO-CHINE.

HEAD OFFICE: 56, Boulevard Haussmann, Paris.

Subscribed Capital ..... Frs. 72,000,000.00  
Paid-Up Capital ..... Frs. 65,400,000.00  
Reserve Fund ..... Frs. 89,384,510.10

BRANCHES:

Bangkok, Hanoi, Pondicherry

Battambang, Hong Kong, Saigon

Canton, Macao, Shanghai

Canton, Nam-Dinh, Singapore

Djibouti, Noumea, Tientsin

Fate-Bayard, Papeete, Toulou

Haiphong, Peking, Vinh

Hankow, Phnom-Penh, Yunnanfu.

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pêcheurs; Credit Industriel et Commercial, Société Générale.

IN LONDON: The National Provincial &amp; Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan &amp; Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.

Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let.

CH. LEM., Manager.

Hong Kong, 26th February, 1927.

## THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Capital (fully paid up) Yen 100,000,000

Reserve fund ..... Yen 95,500,000

Head Office: YOKOHAMA.

Branches and Agencies at:

Alexandria, Newchaw, New York.

Batavia, New York.

Bombay, Osaka.

Buenos Ayres, Peking.

Calcutta, Rangoon.

Canton, Rio de Janeiro.

Changchun, San Francisco.

Dairen (Dalian), Seattle.

Hamburg, Somarang.

Hankow, Shanghai.

Harbin, Shimonoseki.

Hong Kong, Singapore.

Honolulu, Sydney.

Kai Yuen, Tientsin.

Karschi, Tokyo.

Lenden, Tsinan.

Los Angeles, Tsinan.

Lyons, Vladivostok.

(Temporarily closed).

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

H. MORI, Manager.

Hong Kong, 12th March, 1928.

## 行銀商工法中

BANQUE FRANCO-CHINOISE  
pour le Commerce et l'Industrie  
(Incorporated in France).

5, Chater Road, Victoria, Hong Kong.

HEAD OFFICE: 74, Rue St. Lazare,  
Paris.

Capital fully paid up ..... Frs. 50,000,000

Special working capital ..... Frs. 50,000,000

Reserve Fund ..... Frs. 15,300,000

BRANCHES:

Paris, Lyons, Marseilles.

Peking, Shanghai, Tientsin.

Saigon, Hanoi.

Toukane, Phnom Penh.

BANKERS:

SOCIETE GENERALE, BANQUE

NATIONALE DE CREDIT, BANQUE DE

PARIS ET DES PAYS BAS.

LONDON: Midland Bank Ltd.

NEW YORK: American Exchange

Irving Trust Co.

SAN FRANCISCO: Bank of Italy.

Every description of Banking and

Exchange Business Transacted.

Correspondents throughout the world.

A ROLLIN, Manager.

Hong Kong, 1st January, 1928.

At the twenty-ninth annual general meeting of William Whiteley (Limited), held at the company's offices, Queen's-road, Bayswater, Mr. H. Gordon Selfridge, managing director, and chairman, who presided, pointed out that they had considered it advisable to close the year on January 31 instead of, as formerly, on February 14. Consequently their present accounts represented a trading period of eleven and a half months only.

The directors regretted that, owing to the very drastic steps which had been necessary in valuing the stocks taken over, and owing to the heavy expenses incurred in reorganisation, the results for the year did not appear as satisfactory as they would have desired.

They had considered it expedient to be arbitrary in all directions so that the company should not be encumbered by values which would not show the true state of affairs.

His Confidence.

He had every confidence that this action this year would have far-reaching results in the following years.

Mr. Selfridge made severe criticisms of the stocks and merchandise as they stood when the new directors took over control of the business, but expressed the belief that their turnover would soon be restored to the equal of the boom year.

Mr. Field Evans, shareholder, asked why Selfridge and Company had compensated the outgoing directors as they had.

Mr. Selfridge:—The truth is perhaps we made a mistake.

Mr. E. P. Hewitt, K.C., asked whether the amount of compensation paid to the late directors had not handicapped the prosperity of the company for the present year.

The report was adopted and the following dividends approved:—

Five per cent, less tax, on the Cumulative Preference shares for five and a half months; and

A balance dividend, less tax, on the Cumulative Ordinary shares, to make, with the 10 per cent. interim already paid, 25 per cent. for the 11½ months.

## MR. SELFRIDGE.

STOCKS TAKEN OVER WITH  
WHITELEYS.

## FORMER DIRECTORS.

COMMERCE  
AND  
FINANCE.

## RUBBER.

BRITISH PERCENTAGE OF  
OUTPUT.

## POINTS OF VIEW.

total 840,000 tons. This means probably 80,000 tons crude more than the world can produce, or will, at 7d. Meantime, might not our Dutch neighbours, losing at the rate of \$20,000,000 per annum, be think themselves of coming round?

## Government Inquiry.

Lord Lovat, Under-Secretary for the Dominion Offices at a luncheon given by the India-rubber Manufacturers' Association in Manchester on March 1, referred to the announcement of the Government inquiry into the Stevenson rubber restriction scheme which he said had leaked out. "If things are not going to be kept as secret in the future as in the past, it may be necessary to alter entirely the sittings of Parliament, and it may be possible that any future Budget announcements will have to be made not at the usual hour after the Stock Exchange closes and the evening newspapers come out, but some time near midnight, or at 1 a.m. or 2 a.m."

The effect of this announcement getting out too early, said Lord Lovat, was that many people said the British Government was opposed to the British rubber industry. It was not the fault of the Government.

U.S. Tyre Trade.

The "Rubber Age," New York, of February 10, states:—"Stimulat-

ed by large spring dated orders and increasing demand for original equipment tyres, the tyre industry appears to be getting under way for one of the best seasons it has had in recent years. Many plants are already working almost at capacity. Spring dating orders have been larger than in the past, manufacturers report. Dealer sales are heavier than usual at this season, probably due to good winter motor racing conditions throughout much of the country. The speeding up of the automobile plants has also meant a rush of original equipment orders for the larger factories. Mail order houses have their winter sales under way, and are taking tyres in large quantities from the manufacturers."

This was, of course, written before Mr. Baldwin's announcement, and the fall which has since taken place in the price of rubber may result in a temporary slowing down of public demand in the hope of a corresponding reduction in tyre prices.

Rubber Industry in Scotland.

During the earlier part of 1927 the rubber manufacturing industry in Scotland was somewhat depressed owing to the effects of the strike in the previous year.

Weather conditions were also un-

favourable, absence of snow in

1926-27 affecting manufacture and

(Continued on Page 3)

## HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-Predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kaulung tidal observatory under the direction of Dr. Doberck during the years 1887, 1888, & 1889.

The times and heights are given for Kaulung; but they may be used for the Victoria Naval yard and Aberdeen, the differences being very small.

The times of high-and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

April 6 to 12, 1928.

Date	High Water		Low Water	
	Standard	Time	Standard	Time
April				
Fri.	6	10 5	5.3	4 7 2.1
Sat.	7	10 23	6.0	4 35 a 3.0
Sun.	8	10 42	6.1	4 59 a 3.0
Mon.	9	11 14	6.3	5 41 a 3.0
Tues.	10	11 31	6.4	5 56 a 3.6
Wed.	11	11 52	6.5	5 51 a 3.7

THURSDAY, APRIL 12, 1928.

Phone C. 22  
FOR  
CLASSIFIED  
ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

## TO LET.

TO LET.—Fully furnished with servants for six months from 1st June, No. 191, The Peak, Mount Kellet, 5-roomed concrete House. All modern conveniences. Rain proof. Apply:—Hastings, Dennis & Bowley, 8, Des Voeux Road Central.

TO RENT.—To Gentlemen, 2 large Rooms with Bath, Geyser and Verandah to each, at 7, Middle Road, Kowloon.

## TUITION GIVEN.

MME. BARONELLI, ARTISTE.—School of dancing for children and adults in character, classical, exhibition, fox-trot and Charleston. Special Attention to stout Ladies who are desirous of regaining their youthful figure. Address—31, Ashley Road, Ground Floor, Kowloon. (Back of Star Theatre).

## FOR SALE.

FOR SALE.—One Brass "Hung Ming" Pan of the Chinese Han Dynasty with automatic springs. Price \$1,000.00. Apply Box No. 487, c/o "China Mail."

## MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 3a, Wyndham St., Telephone Central 22.

## HOME TUITION.

WESTOVER — STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY  
(Camb. Higher Local).  
(Camb. Teachers' Diploma).  
MISS GERTRUDE TURNER  
(National Frodel Higher  
Certificate).

## UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN  
TELEGRAPH CO., LTD.  
OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Fujibun, from Osaka.  
Murray Wandly, from Shanghai.  
Skuo Dollar, from Williams Port Pa.

E. V. JESSEN,  
Superintendent.  
Hong Kong, 5th April, 1928.

THE EASTERN EXTENSION  
AUSTRALASIA & CHINA  
TELEGRAPH CO., LTD.

The following Unclaimed Telegrams are lying in the E. E. Telegraph Co. office, Hong Kong:—  
Mrs. Turner, Hong Kong & Shanghai Bank, from Madras.  
Mrs. Christie, 26, Granville-rd., Kowloon, from London.  
Haraf, from Wien.  
Din Mohammad, 30, Kowloon Civil Corps, from Qadian.  
Antonio Ossorio, "Empress of Asia," from Manila.  
E. A. LEGGATT,  
Superintendent.  
Hong Kong, 29th March, 1928.

## A REAL BARGAIN.

## THE OLD ORIGINAL

## CHEFOO STAMPS

## UNUSED GENUINE SPECIMENS

\$2.00 per set of 6 stamps.

Cash must be sent with order to Box No. 519  
c/o "China Mail"

## PUBLIC AUCTION.

R.  
PUBLIC AUCTION.

PARTICULARS & CONDITIONS  
of the Sale by Public Auction to be held on MONDAY, the 16th day of April, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Pillar Island in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1928, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

## PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Onwards in Sq. Yds.	Annual Rent.	Open Price.
1	1928	Pillar Island, off Chin Drinker Bay.	As per sale plan.	20,000	60	2,000

## NOTICES.

HONG KONG ENGINEERING &  
CONSTRUCTION COMPANY,  
LIMITED.

## NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that the SIXTH ORDINARY YEARLY MEETING of Shareholders of the Hong Kong Engineering & Construction Company, Limited, will be held in the Offices of the Governor of one Lot of Crown Land at Pillar Island in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1928, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

ENTER OF THE TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 14th April, both days inclusive.

By Order of the Board,  
S. COURTNEY COOK,  
Secretary.  
Hong Kong, 31st March, 1928.

## LAMMERT BROS.

AUCTIONEERS, APPRAISERS  
AND SURVEYORS.

## Public Auctions

THE undersigned have received instructions to sell by Public Auction

ON

FRIDAY, the 13th April, 1928,  
commencing at 2.45 p.m.,  
at No. 3, Kimberley Villas,  
Kimberley Road, Kowloon.

A Quantity of  
VALUABLE HOUSEHOLD  
FURNITURE.

Comprising:—  
Teak Hatstand, Chesterfield  
Couch and Armchairs, Bookcases,  
Pictures, Ornaments, Curios, Very  
Fine Carpets and Carpet Runners,  
Gramophone, Grand Father Clock,  
etc., etc.

Teak Dining Table, Dining  
Chairs, Sideboard with Bevelled  
Mirror, Dinner Waggon, Dinner  
Service, Glass Ware, Kitchen Utensils,  
Ice Chest, etc.

Teak Bedsteads with Mattresses,  
Wardrobe with Mirror Doors,  
Dressing Table, Marble Top Wash-  
stand, Chest of Drawers, Toilet  
Set, Chamber Stand, etc., etc.,  
and

A Quantity of Blackwood  
Furniture.

On view from Thursday, the  
12th April, 1928.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS.,  
Auctioneers.

Hong Kong, 6th April, 1928.

Terms moderate.

TERMS

NOTICE

TO SHIPOWNERS,  
MASTERS & AGENTS.

The Yuen Wo Seamen's  
Institute always has men  
available to ship as watch-  
men, seamen, &c.

Our men are employed  
by the leading passenger  
lines. We guarantee satis-  
faction.

Please phone or call:—

K.661—No. 2, Saigon

Street, Yaumati or

C.2560—No. 36, Tung  
Man Street.

MAINLAND

Taimoshan ..... 3124

Kowloon Peak ..... 1973

Island.

Feet.

Victoria Peak ..... 1823

Signal Station ..... 1774

Mt. Parker ..... 1734

Mountain Lodge ..... 1725

The Eyrle ..... 1725

Peak Hotel ..... 1806

Taikoo Sanatorium ..... 1000

Mt. Davis ..... 877

Bowen Rd. (filterbeds) ..... 297

Mainland.

Peak Hotel ..... 1806

Taikoo Sanatorium ..... 1000

Mt. Davis ..... 877

Bowen Rd. (filterbeds) ..... 297

Island.

Feet.

Victoria Peak ..... 1823

Signal Station ..... 1774

Mt. Parker ..... 1734

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Bowen Rd. (filterbeds) ..... 297

Island.

Feet.

Victoria Peak

DODWELL &amp; COMPANY, LTD.

FOR NEW YORK AND BOSTON via SUEZ.

M/V "TOLEDO" .... Sails hence on the 18th April.  
S.S. "BOLTON CASTLE" .... Sails hence on or about 27th April.

## LLOYD TRIESTINO

FOR BRINDISI, VENICE AND TRIESTE (FIUME).  
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE  
TAKING CARGO ON THROUGH BILLS OF LADING TO  
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK  
SEA AND DANUBE PORTS.

## REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ..... £72.10.0.  
LONDON ..... £80.0.0.

## NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE &amp; MOJI.

From Hong Kong.

M/V "REMO" .... Sails on or about 26th April.  
M/V "VIMINALE" .... Sails on or about 24th May.  
M/V "ESQUILLINO" .... Sails on or about 21st June.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

S.S. "VENEZIA" .... Sails on or about 1st May.  
M/V "REMO" .... Sails on or about 29th May.  
M/V "VIMINALE" .... Sails on or about 26th June.

## NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO  
SOUTH AFRICAN PORTS.S.S. "UMVOLOSI" .... Sails from Calcutta 3rd May.  
Regular Passenger and Cargo Service to South African Ports.  
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL &amp; CO., LTD., Agents.

Telephone Central 1030.



THROUGH BOOKING TO EUROPE AT REDUCED RATES.

£120, £112, £110, £102, £83, via San Francisco.

G\$440, G\$420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.  
KOREA MARU ..... Wednesday, 18th April.

SHINYO MARU ..... Tuesday, 1st May.

\*Calls Keelung.

LONDON via Singapore, Suez, Marseilles &amp; Ports.

SUWA MARU ..... Saturday, 21st April.

SYDNEY &amp; MELBOURNE via Manila &amp; Ports.

AKI MARU ..... Wednesday, 25th April.

BOMBAY via Singapore, Penang, &amp; Colombo.

† HAKODATE MARU ..... Tuesday, 17th April.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico &amp; Panama.

BOKUYO MARU ..... Thursday, 19th April.

SOUTH AMERICA (East Coast) via Singapore, Cape Town &amp; Ports.

HAKATA MARU ..... Thursday, 10th May.

NEW YORK and/or BOSTON via PANAMA.

TOBA MARU ..... Sunday, 15th April.

LIVERPOOL via Singapore, Colombo, Port Said &amp; Ports.

† LIMA MARU ..... Saturday, 14th April.

CALCUTTA via Singapore, Penang &amp; Rangoon.

† MALACCA MARU ..... Friday, 20th April.

NAGASAKI, KOBE &amp; YOKOHAMA.

MISHIMA MARU ..... Friday, 20th April.

SHANGHAI, KOBE &amp; YOKOHAMA.

† HAKUSAN MARU ..... Monday, 16th April.

† TSUSHIMA MARU ..... Friday, 20th April.

† YAMAGATA MARU (Maji direct) ..... Friday, 20th April.

† MOJI MARU ..... Saturday, 21st April.

† MURORAN MARU (Maji direct) ..... Saturday, 21st April.

\*Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

MAIL AND CARGO STEAMERS TO AND FROM  
MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles

ATHOS II ..... 24th Apr.  
D'ARTAGNAN ..... 8th May.  
G. METZINGER ..... 22nd May.

From Dunkirk, Antwerp, London

CAPT. FAURE (Cargo) 24th Apr.

For Shanghai, Japan and North

China

CAPT. FAURE (Cargo) 24th Apr.

For full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES,

Telephones: C. 651 and 740.

## SHIPPING SECTION.

1ST QUARTER.  
1927 & 1928 PASSENGER STATISTICS.

The following figures are of Hong Kong passenger traffic during the first quarter of 1927 and of this year, 1928.

Of a total of 4,090,419 arrivals of persons in the Colony in the first quarter of last year, British vessels, both river and ocean, carried 2,051,161. Out of a total of 4,308,826 arrivals in Jan. to March, 1928, British steamers carried 2,173,918.

The Chairman, in moving the adoption of accounts and financial statement, said they were facing a new year now, and he believed with the expectancy of a revival. In their minds they certainly saw some slight improvement in hull insurance premiums, but the advance could not give underwriters much more than a hope that the results would be better than they had been for some time. The number of fires, collisions, including striking dock walls, &amp;c., and continued pilferage had not brightened the underwriters' outlook, and one could not fail to see that even with all the advance of improvements for safety at sea, underwriters had cause for anxiety.

It will be noticed that both in the arrivals and departures, this year's figures are greater.

## MOTOR BOATS.

## MANUFACTURER PREDICTS 1928 ACTIVITY.

Jay W. Smith, President of Chris Smith &amp; Sons Boat Company, Algonac, Michigan, predicted for 1928 a year of unprecedented activity in motor boat manufacture.

As managing head of a company recognised as the world's largest builders of all-mahogany runabouts, Mr. Smith's predictions are worthy of special consideration.

"The rapidly increasing interest which is being evidenced in motor boating," he says, "is something for which boat builders have been waiting for years—just as our predecessors, the automobile manufacturers, waited for the public to accept the motor car in large volume.

"The acceptance and enthusiasm manifested to-day toward motor boating is positive indication that the public is becoming boat-minded—in other words, appreciative of the transportation, recreation and diversion which motor boats provide.

"Just when so many people felt that they had exhausted every form of recreation and sport, such as golf, motoring, tennis, horseback riding, etc., along comes boating, opening up untold new avenues of pleasurable and healthful recreation.

"We, at our factory in Algonac, have for years watched and waited for this widespread acceptance of boating. Not only have we watched for it, but we have prepared for it in plant improvements, designed to reduce our manufacturing costs so as to bring boating within the reach of thousands, yes, millions of incomes throughout the country.

"For 1928 we have set up a manufacturing schedule almost treble our schedule for 1927. We have adopted the manufacturing methods of the leading automobile plants, in order that our production may go through our plant in accordance with what is termed the straight-line method.

"The Philippine grown mahogany, from which all of our boats are made, is received at one end of our plant and delivered complete at the other end as a finished Chris-Craft Runabout.

## THE CANTON FLEET.

The Canton river gunboat "Wu Feng" stationed at Whampoa, is to be towed to Hong Kong by the gunboat "Hai Jui" for repairs to her machinery, says the "Canton Gazette." Other units recently overhauled are now in service, including the "Fei Ying" at Swatow on special service.

## ON SAIGON RUN.

## RECENT ACQUISITION OF WO FAT SHING.

THE S.S. "LYEMOON."

The Wo Fat Shing Co. held a reception yesterday on board their recently acquired s.s. "Lyemoon," which is to be used on their Saigon run. The ship was formerly the ss. "Gordon," belonging to the Ocean S.S. Company.

Among those present on board were Sir Shou-son Chow, Hon. Dr. Kotewall, Messrs. Lee Yuen, Fung Ping-shan, Wong Yuen-tong, P. K. Kwok, Li Tse-fong, Comdr. J. B. Newill, D.S.O., R.N. (Harbour Master) and Government Marine Surveyors, Messrs. Garland and Hunter. Representatives of the owners, Harbour Office officials, Mr. Lyle and Mr. Nelson of Tallow Dock, Mr. J. Taylor of the Light Service, the masters of s.s. "Prominent" and "Prosper," on charter to the Wo Fat Shing, and other members of shipping companies interested in the inauguration of trade movements and the development of existing services, also attended.

The "Lyemoon" later left on a round-the-island trip with Capt. Holmes in charge, Mr. Best, Chief Officer, Mr. Kirkpatrick, 2nd Officer, and Mr. Andrew, Chief Engineer.

## A New Arrival.

The Norwegian motor vessel "Toledo," owned by W. Williamson &amp; Co., for whom Messrs. Dodwell and Co. are local agents, paid its first visit to Hong Kong yesterday.

The "Toledo" was built in 1926 by the Odense Staalsskib for the present owners and is registered at Tonsberg. She is a steel screw motor vessel of 4,621 gross and 2,830 net, her dimensions being: Length 376.2 feet, beam 25.5 feet and moulded depth 27.1 feet. Her engines were installed by Burmeister and Wain, of Copenhagen, and are six cycle, developing an N.H.P. of 493.

Arriving from New York and Shanghai, the "Toledo" is commanded by Captain S. Aarvig and carried a crew of 31 Europeans.

Dan Davidson, mate of the drifter "Exchequer," died while writing to his wife aboard ship on Lough Swilly.

At a meeting of the Committee of Management held after the annual meeting, Mr. R. G. Service was re-elected chairman of the association for the ensuing year.

Despatched from Hull, 250 tons of coal have been brought to Kingston-on-Thames by a sailing coaster.

## AMERICAN AUSTRALIA ORIENT LINE.

Operated for U. S. Shipping Board

By SWAYNE & HOYT, INC.  
FOR SAN FRANCISCO & LOS ANGELES.S.S. "WEST CAJOOT" ..... Apr. 18  
S.S. "MONTAGUE" ..... Apr. 29  
For full information apply to—SWAYNE & HOYT, INC.  
L. EVERETT, Inc.  
General Agents

CANTON

For further particulars please apply to—OSAKA SHOSEN KAISHA.

## CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.  
TO VICTORIA & VANCOUVER.

## SAILINGS 1928.

STEAMERS	Hong Kong	Shal	Kobe	Y'hama	V'vor
	Leave	Leave	Leave	Leave	Arrive
EMPEROR OF CANADA	Apr. 18	Apr. 21	Apr. 24	Apr. 27	May 6
EMPEROR OF RUSSIA	May 1	May 2	May 5	May 8	May 16
EMPEROR OF ASIA	May 30	June 2	June 5	June 8	June 17
EMPEROR OF CANADA	June 13	June 16	June 19	June 21	June 30
EMPEROR OF RUSSIA	July 4	July 7	July 10	July 12	July 21
EMPEROR OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPEROR OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPEROR OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPEROR OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29

## SPECIAL FARES TO EUROPE

£120 £112 £83

See Canada's Wonders—The Canadian Pacific Rockies—Lovely Lake Louise—Banff the beautiful. The "Trans-Canada Limited" and other daily through Express trains. Stopovers allowed anywhere en route. Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

## HONG HONG—MANILA SERVICE.

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Apr. 27	Apr. 29	May 16	May 20

EMPEROR OF RUSSIA May 5 May 7

EMPEROR OF ASIA May 26 May 28

## CANADIAN PACIFIC EXPRESS TRAVELLERS CHEQUES PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C.752 Cables: "GACANPAC."

Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP—Via Singapore. Colombo, Suez and Port Said.

# P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).  
MAIL AND PASSENGER STEAMERS.

## TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE  
PORTS, EUROPE, &c.

## PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

B. S.	Tons	From Hongkong About	Destination
MONGOLIA	16,504	14th Apr. Noon	Marseilles & London
SINGAPORE	5,283	21st Apr.	Marseilles & London
MORDA	10,663	28th Apr.	Bombay, Marseilles & London
LAHORE	5,252	7th May	Marseilles & London
KASHIKA	9,605	12th May	Marseilles, London & Antwerp
KIDDERPORE	5,334	22nd May	Straits, Colombo, Bombay & Karachi
MALWA	10,084	26th May	Bombay, Marseilles & London
TAIPORE	5,273	31st May	Straits, Colombo & Bombay
JEYPORE	5,318	2nd June	Marseilles, London & Hull
DELTA	8,097	9th June	Marseilles, London & Antwerp
NOVARA	6,089	15th June	Marseilles & London
RANIPURA	16,600	23rd June	Bombay, Marseilles & London
FITZBER	6,114	7th July	Straits, Colombo, Antwerp & Hull
PAWALPINDI	16,610	21st July	Bombay, Marseilles & London
NAKIN	7,058	23rd July	Marseilles & London
KASHMIR	8,065	4th Aug.	Bombay, Marseilles & London
RAJPUTANA	16,568	18th Aug.	Marseilles, London & Antwerp
KALYAN	9,144	1st Sept.	Marseilles, London & Antwerp

Cargo only.  
Frequent connection from Port Said for Passengers and Cargo to  
Constantinople, Pireaus, Smyrna and other Levant Ports by steamers of the  
Medival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

TAKADA	6,249	22th Apr.	Singapore, Penang & Calcutta
TALAMBA	8,018	3rd May	Singapore, Penang & Calcutta
TALMA	10,000	26th May	Singapore, Penang & Calcutta

R. I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	4th May	Manila, Sandakan, Thursday Island
TANDA	6,956	1st June	Townsville, Brisbane, Sydney &
ST. ALBANS	4,500	29th June	Melbourne
ARAFURA	6,000	3rd Aug.	

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Nollo, Cebu, Kolambungan, Tawao, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN

KASHGAR	9,005	14th Apr.	Shanghai, Moji, Kobe & Yokohama
JEYPORE	5,318	19th Apr.	Shanghai, Moji, Kobe & Yokohama
KIDDERPORE	6,334	20th Apr.	Shanghai, Moji & Kobe
HATIPARA	7,764	25th Apr.	Moji, Kobe & Osaka
MALWA	10,086	27th Apr.	Shim, Moji, Kobe & Yokohama
TAIMA	10,000	3rd May	Amoy, Shih, Moji, Kobe & Osaka
ALIPORE	5,273	3rd May	Moji & Kobe
TAKIWA	7,036	7th May	Amoy, Moji, Kobe, Osaka & Yihama
TANDA	6,356	8th May	Moji, Kobe, Osaka & Yokohama
NOVARA	6,889	8th May	Shih, Moji, Kobe & Yokohama
DELTA	8,077	11th May	Shih, Moji, Kobe & Yokohama
RANIPURA	10,001	25th May	Shih, Moji, Kobe & Yokohama
NANKIN	6,058	5th June	Shih, Moji, Kobe & Yokohama
ST. ALBANS	4,500	5th June	Moji, Kobe, Osaka & Yokohama
FITZBER	9,114	8th June	Shih, Moji, Kobe & Yokohama
PAWALPINDI	16,610	22nd June	Shih, Moji, Kobe & Yokohama
NEELORE	6,853	3rd July	Shih, Moji, Kobe & Yokohama
KASHMIR	8,985	6th July	Shih, Moji, Kobe & Yokohama
ARAFURA	6,000	10th July	Moji, Kobe, Osaka & Yokohama
RAJPUTANA	16,568	20th July	Shih, Moji, Kobe & Yokohama

Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passenger for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Cameras on London and Australian Lines are fitted with Laundry.

Parcels measuring not more than 2 1/2 ft. x 2 ft. 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Freight, Handbooks, etc., apply to:

**MACKINNON, MACKENZIE & CO.**

P. & O. Building, Connaught Rd. C, HONGKONG. Agents.

## BOSTON, NEW YORK & BALTIMORE

JOINT SERVICE OF THE

**“BLUE FUNNEL” LINE.**

(OCEAN S.S. CO. LTD. & CHINA MUTUAL S.S. CO. LTD.)

AND

**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

SAVINGS FROM HONG KONG.

S.S. “CITY OF DUNKIRK” ... via Suez Canal 17th Apr.

S.S. “CITY OF EASTBOURNE” via Suez Canal 18th May.

S.S. “CITY OF NEWCASTLE” ... via Suez Canal 15th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:

**SHIPPINGWELL & SQUIRE OR THE BANK LINE, LTD., Hong Kong.**

Hong Kong & Canton; JARDINE, MATHESON & CO., LTD., CHINA.

## 34-KNOT LINERS.

### OFFERED TO SHIPPING BOARD.

### 4-DAY ATLANTIC CROSSING.

New York.—The advantages as well as the limitations of burning pulverised coal aboard ship were dwelt upon by Carl J. Jefferson, head of the Shipping Board's fuel conservation committee, in an address to several hundred shipping men at the second annual Old Timers' dinner of marine engineers.

Mr. Jefferson was in charge of the installation of pulverising equipment on the Shipping Board freighter "Mercer," which is now bound home on her second voyage to Rotterdam since her departure.

"At present," said Mr. Jefferson, "plans and specifications are being drawn up by the government for installation of pulverised coal on six freighters. It is possible, with slight modifications to the main drive of two of the vessels selected, to secure somewhat greater speed, providing the boiler plant can generate the extra steam required by the higher horsepower. Our experience with the "Mercer" has shown that this higher steam demand can be taken care of by use of pulverised fuel."

### Makes Speed at Less Cost.

At another place in his address Mr. Jefferson stated that the "Mercer" is operating regularly on two boilers at the same speed as that of her sister ships, using three boilers, oil fired or hand coal fired.

In spite of the advantages to be derived from burning pulverised coal under a boiler when employed in certain services, on other routes oil fired or Diesel-engined ships are more economical, said Mr. Jefferson.

"The trade route in which a vessel operates," he continued, "has a very definite bearing as to whether or not pulverised fuel is the more desirable. For example, a vessel operating between New York and South American ports is not a desirable candidate for pulverised fuel, as coal available in South American ports is either of such inferior grade or else costs so much that it becomes necessary to bunker for the round trip in the States, which results in making a considerable cut in the cargo-carrying capacity of the vessel. For such a trade, either oil burners or Diesel, are much better suited.

"In such cases as where cheap oil can be purchased while en route, such as the voyage to Australia and the Far East by way of the Panama Canal, it is probably more satisfactory at present to use the Diesel or oil fired job.

"The North Atlantic trade, where bunkering even for the round voyage does not interfere greatly with cargo-carrying capacities, is admirably fitted for pulverised fuel, and in this trade it has a distinct advantage over either oil-fired or Diesel-driven cargo vessel. The same applies to Atlantic coastal and Great Lakes trade routes to even a greater degree."

Mr. Jefferson remarked, however, that "we all know what will happen if this legislation does not become an actuality—there just won't be any 'off-shore' American merchant marine, and the question as to the type of power to use on American 'off-shore' vessels will cease to exist."

### Promises Four-day Crossing.

Four other speakers were on the evening's programme. They included Ernest H. Rigg, naval architect, who has played a leading part in drawing up plans for the proposed four-day liners; William T. Hayes, assistant operating manager of the Merchant Fleet Corporation; O. W. Treibler, president of the Treibler Diesel Engine Company; and George A. Hopkins, counsel of the Ocean Association of Marine Engineers.

In his speech, Mr. Rigg touched mainly on the feasibility of a speed of thirty-four knots in a passenger vessel.

"We have been working quietly for some eight months on these proposals," he said, "lately not so quietly, perhaps, and the design is now far enough along to have been submitted to the Shipping Board for consideration, where it now is. It has long been debated as to whether five days was the possible low limit for a north Atlantic crossing. We feel that with more modern, economical machinery, using less fuel than formerly, ships can be built and operated that will make the four-day sea crossing practicable."

"We can get well over 100,000 s.h.p. for the same fuel consumption that the Leviathan and Mauretania use for 70,000."

Mr. Hayes advocated special training for the personnel of both the deck and engine room aboard ship as a means of making the nation's merchant marine more efficient. He added that some special training would not be amiss for shore organisations, too.

The recent strike at Australian ports cost shipowners between \$150,000 and \$200,000, the strikers losing about the same amount. In

## DRYDOCKING AT N.Y.

### THE NEED FOR GREATER FACILITIES.

### STATE AID SUGGESTED.

In the opinion of the experts who appeared at a meeting of the Port of New York Authority the construction and operation of a drydock of sufficient size to accommodate the largest vessels entering the port of New York and others of still larger size which are likely to be built by several of the large Trans-Atlantic steamship companies is not feasible from a commercial point of view without aid from the State or Federal Governments or from the companies operating the large ships.

The call for the meeting was issued in response to a request from the New Jersey Legislature asking the Port Authority to inquire if such a drydock were necessary. There was no division of opinion at the hearing as to the need for a dry dock capable of handling vessels of 1,000 ft. or more in length or as to the value of such an addition to the facilities of the port. The only question raised by dry dock operators and others who replied to the questionnaire sent out by the Port Authority was in regard to the manner of financing the project and whether, if subsidised, it would be operated in competition with privately owned docks of smaller size.

### Cannot be Drydocked.

A statement submitted by Mr. Henry C. Hunter, counsel for the New York and New Jersey Dry Dock Association, pointed out that of 31 large vessels entering and clearing from the port of New York at present there were 12 under foreign flags and three under the U.S. flag which could be dry docked in that port. The association, it was stated, would view with apprehension the construction of a dock of the size proposed if it were to be built with public funds and put in competition with privately-owned docks.

Dry dock rates in New York for the handling of large vessels, Mr. Hunter said, are much lower than in any other domestic port. This, he said, is due to the intensive competition resulting from the excessive number of dry docks in operation, due to the building of extra ship repair plants during

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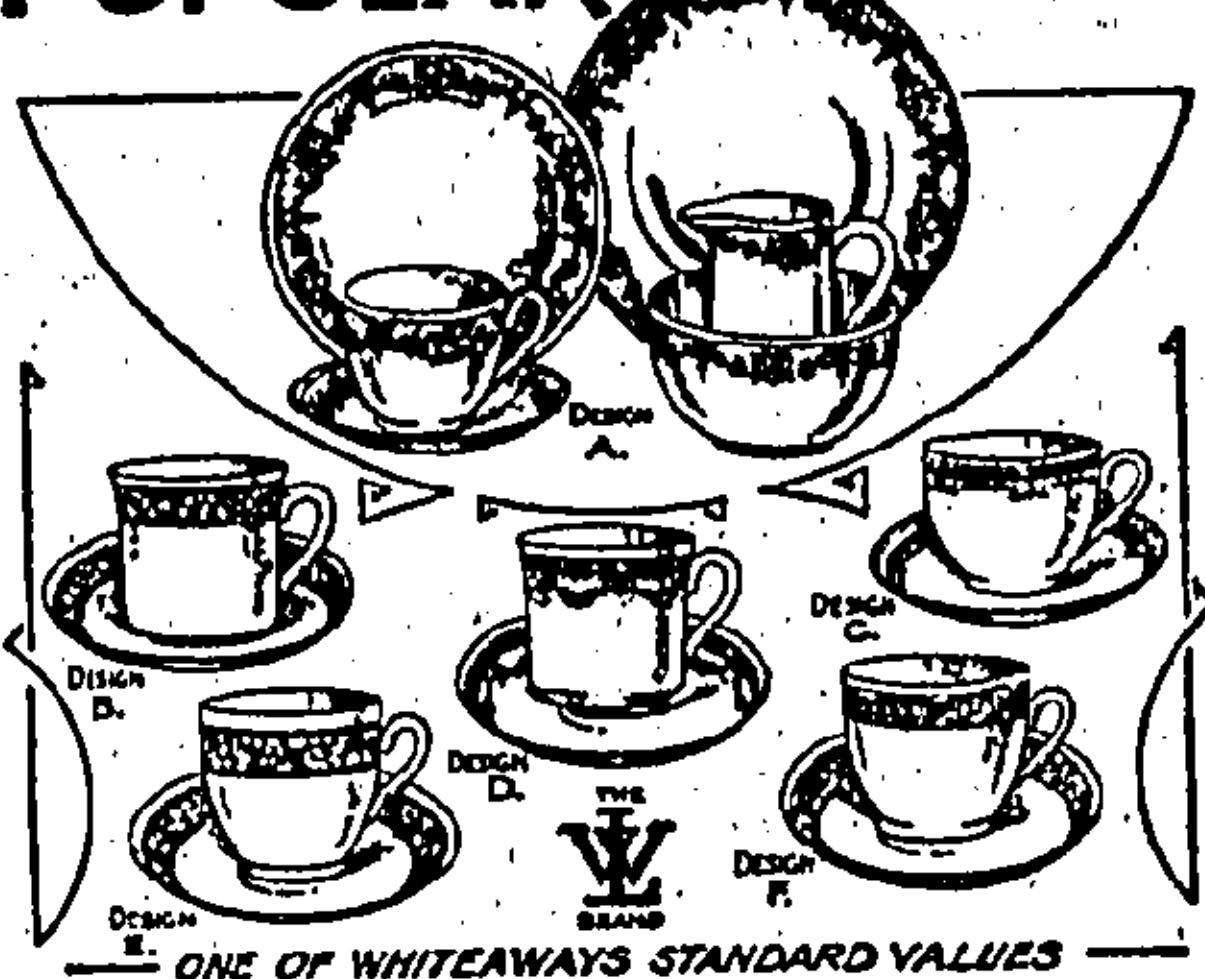
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knowledge of its people. It has been rightly said of China that can be equally said of India that after three months you may think you know everything but after thirty years you begin to despair of ever knowing anything at all. Miss Mayo then can hardly be said to be an expert on all phases of life amongst the peoples of India. Her book, for instance, is not a complete picture in that it leaves out reference to the brighter aspects of Hinduism such as home life contentment, mutual attachment and community of income and interests in the Hindu joint-family, and throws the searchlight of publicity on child-marriages and other—European minds—dark aspects of Indian life. The object of the writer appears to be not to paint Hinduism as a whole but to expose the abuses which require early remedy if the Hindus are to take the place they aspire to in the British Empire and in the eyes of the civilised world and it is significant that since its publication a measure has been before the Assembly for the raising of the age of marriage.

During the course of the afternoon selections were rendered by Art Smith's orchestra and Japanese dances were given by Japanese girls on a specially erected stage which was prettily decorated with flowers, cherry blossoms and coloured lanterns.

The guests were representative of British warships, military units, Japanese, European, Chinese, Portuguese and other business houses and Associations. They were received by Mr. Y. Murakami, Consul-General for Japan, and Mr. J. Abe, manager of the M.R.K.

**The Guests.**

Among the guests were His Excellency the Governor (Sir Cecil Clementi, K.C.M.G.) with Captain A. J. Whyte, A.D.C., Admiral Sir Reginald Y. Tyrwhitt, K.C.B., D.S.O., D.C.L., Commodore J. L. Pearson, C.M.G., Major-General C. Luard, C.B., C.M.G., with his A.D.C., Lieut. R. G. F. Johnston.

Naval officers included Major L. W. Braithwaite, C.M.G., Capt. G. Hopwood, C.B.E., Capt. J. D. Nares, D.S.O., Capt. J. D. Glencross, D.S.O., Capt. M. R. J. Maxwell-Scott, D.S.O., Capt. E. L. Grieve, D.S.O., Capt. F. E. B. Haslefoot, D.S.O., Engineer Capt. E. B. Bartlett, Engineer Capt. W. H. Michell, Surg. Capt. W. W. Kerr, C.M.G., Commander B. P. MacMahon, Commander C. H. Phillips, Commander F. N. Miles, O.B.E., Commander B. W. W. Ling, Commander W. B. B. Mage, D.S.O., Commander P. R. P. Percival, D.S.O., Commander G. C. Muirhead Gould, D.S.C., Commander J. N. Pelly, Commander C. M. R. Schwerdt, Commander G. C. Cooke, Commander R. Ramsbotham, Commander J. Figgins, Paymaster Commander H. Rogers, O.B.E., Lieut. Commander C. Caslon, Lieut. Commander D. G. Chichester, Lieut. Commander D. N. C. Tufnell, D.S.C., Lieut. J. A. S. Eccles, Wing Commander R. L. Huskisson, D.S.C. (H.M.S. "Hermes"), Squadron Leader C. H. C. Macpherson (R.A.F. Base) and Paymaster A. T. Phillips.

Military officers present included Col. R. B. Skinner, R.E., Col. Sir Victor Mackenzie, Col. F. Ivens, Lieut. Col. T. A. F. Robinson, Col. J. S. Bostock, C.B.E., Lieut. Col. P. A. Cardew, Lieut. Col. H. G. Rilev, Major Harman and Lieut. C. W. P. Richardson.

Members of the Hong Kong Volunteer Defence Corps included Lieut. Col. L. G. Bird, Major R. A. Wolfe, Murray, Capt. T. Addis Martin, Capt. W. Brackenridge, Capt. S. J. Jordon, Capt. K. S. Morrison, Major G. D. R. Black, Captain Sir Eric Stuart Taylor, Capt. E. P. Minett, Major H. E. Standage and Sergt. Major H. Westlake.

**Government Representatives.**

Other guests present included the Hon. Mr. E. R. Hallifax, C.M.G., the Hon. Sir Henry Pollack, the Hon. Sir Shou-son Chow, the Hon. Mr. H. T. Creasy, the Hon. Sir Joseph Kemp, the Hon. Mr. C. M. Messer, the Hon. Mr. E. D. C. Wolfe, C.M.G., the Hon. Dr. R. H. Kotewall, C.M.G., the Hon. Mr. J. Owen Hughes, the Hon. Mr. R. A. C. North, Sir Henry Gollan, Sir Robert Ho Tung, Lieut. Col. F. Hayley Bell, Lieut. Col. T. A. Robinson, Mr. H. B. L. Dowbiggin, Mr. Justice Wood, the Right Rev. C. R. Dupuy and the Right Rev. Bishop Valtorta.

All the consulates were represented and there were representatives from the Hong Kong Club, Hong Kong Jockey Club, Hong Kong Cricket Club, Victoria Recreation Club, Club Lusitano, Chinese Recreation Club, South China Athletic Association, Indian Recreation Club, Royal Hong Kong Golf Club, Baseball Association, Hong Kong General Chamber of Commerce, the local newspapers, Hospitals, Churches and the Hong Kong University.

Prior to the reception the Commander-in-Chief, Staff and Flag Officers were the guests of the Japanese Consul-General at tiffin.

In the evening a dinner was given in honour of Admiral Kato and his staff officers at Government House.

**To-day's Sports Meeting.**

Throughout the day another 3,000 warrant officers and men from the Japanese warships were taken to various places of interest in the Colony, the arrangements including the entertainment of some

at a cinema performance at the Grand Theatre, Wan Chai, and of

200 Chief Petty Officers and Petty Officers at the Royal Naval Canteen where British Naval ratings were

entertained by the singing of patriotic songs of both nations.

## JAPANESE VISITORS. CHEUNGCHAU NOTES

### RECEPTION AT HONG KONG HOTEL

### DISTINGUISHED GATHERING.

### INQUIRY FOR HOUSES IN SUMMER.

### THE LAUNCH FERRIES.

Cheung Chau, Yesterday. The weather for the Easter recess was ideal and several visitors enjoyed their stay here. It was unfortunate that the village elders decided to send the "Kung Yik" to dock as, owing to the Ching Ming festival, the "Cheung Chau" was very crowded.

The big moshed for the annual theatricals at the fisherman's temple is in the process of construction.

An extra evening boat put on the run at 7 p.m. from Cheung Chau Island from the 6th to 9th for the convenience of visitors. Later on, the restoration of late ferries to and from Hong Kong is hoped for.

There has been a steady run of enquiries for houses for short periods and several places have been let for the summer months.

The gardens are beginning to look their best in their spring dress and some planting has been done.

The Rev. and Mrs. Ray arrived on the "Empress of Canada" and transhipped for Wuchow on Wednesday night. They were Cheung Chau residents before leaving for America.

The community's congratulations have been extended to Sergeant Nolleth on the occasion of his weding—Our own correspondent.

Throughout the day many residents availed themselves of the opportunity of visiting the battle cruiser "Nagato" and "Fuso."

To-day's arrangements include a sports meeting at Sookumpoo, the arrangements for which have been made by the Japanese Young Men's Association of Hong Kong. In addition to Japanese games, exhibitions will also be given by British officers and ratings of football and hockey.

The other arrangements for to-day include a tiffin party which is being given by the Japanese Commander-in-Chief on board his flagship, H.I.M.S. "Nagato." A cinema performance will be given for the Japanese Officers at 5.15 and the Japanese Commander-in-Chief with his staff and Flag Officers will be entertained to dinner by the British Chamber of Commerce at the Hong Kong Hotel.

The Japanese warships "Mutsu" and "Fuso" will be open to Japanese visitors.

### P.O.'S CONCERT.

Japanese Officer Sings "Tipperary."

Last night the Chief and Petty Officers of the China Squadron entertained 200 Petty Officers from the visiting Japanese Squadron at a smoking concert at the Royal Naval Canteen, which was lent for the occasion. The Theatre, which was well laid out and nicely decorated, provided ample space for the 400 men who attended, and looked very well indeed, the flags of the two nations being well in evidence.

The orchestral programme rendered by the band of H.M.S. "Hawkins" under the very capable baton of Mr. Howse, Bandmaster, proved to be of the very highest standard, and the various items were thoroughly applauded by all.

The variety turns included several novel items, the shadowgraph display by Messrs. Downie and Banks of H.M.S. "Herald" being quite a departure from the usual type and literally brought down the house. This show should be seen with success at many future entertainments in the Colony.

"Turns" by Guests.

Petty Officer Dunn of the "Hermes" was applauded in his cooter turns and Chief Petty Officer Deacon and party from the "Verity" were enthusiastically received. The guests also provided turns by Petty Officers Kurose, Izumi, Isoda, and Nakamura, the latter's rendering of "Tipperary" being joined in by all present.

The arrangements were a credit to the Entertainment Committee composed of Mr. P. O. Alford, C.P.O. Writer McCrohan, C.P.O. Writer Hancock, E.R.A. Norbury and S.P.O. Chadwick, who were assisted by C.P.O. Gill, C.P.O. Writers Payne, McAllister and Pallett, the latter looking after the programme in the most able manner.

Mr. Fujiyama attended as interpreter and his services were extremely valuable and much appreciated.

The loyal toast was proposed by Chief Petty Officer Writer McCrohan and responded to by Chief Petty Officer Xano of His Imperial Japanese Majesty's Navy, and a very enjoyable evening was terminated by the singing of patriotic songs of both nations.

### BIRTH.

HARRIMAN.—At Ilford, Essex, on April 10, 1928, to Mr. and Mrs. G. A. Harriman, a son (Paul).

Hong Kong, Thursday, April 12, 1928.

THE UNSETLED YANGTSE.

Indications are daily increasing that all is by no means well in the regions of the Upper Reaches of the Yangtse. First, we had boycott threats made against those Chinese who continued to trade with foreigners, particularly with the British who were more tenacious than others in their determination to resist such intolerable demands as those of General Yang Sen, who sought to commandeer British merchant vessels on the river for military purposes despite the fact that we insisted upon remaining entirely neutral. This boycott threat was brought forth, characteristically enough, in the name of the "martyrs of Wanhsien"—the said "martyrs" being those unfortunate and misguided Chinese soldiers who had the temerity treacherously to attack members of the British Navy engaged upon perfectly peaceful duties. Likewise, the threat was merely one more of the many pretexts emanating from General Yang Sen in his eager desire to obtain money for his never-ending military projects. This Yangtse potentate is once again turning his attention to the unfortunate foreigner, having apparently exhausted the coffers of the merchants of Ichang and other cities of the Upper Reaches. This was the first step, or at least one of the most offensive steps, indicating that the British antagonism was

### Exposure of Absence.

The correspondence which has taken place in the columns of a contemporary as to the desirability of including in the Diocesan Library a copy of Miss Mayo's "Mother India" is not without interest apart from the direct question involved. It is true that India being a sub-continent of two million square miles with a population of three hundred and twenty millions composed of varying race, languages and religions, three months' even intensive study on the conditions

### DESTITUTE.

### TWO MEN BEFORE THE MAGISTRATE TO-DAY.

### SENT TO THE "HOUSE."

At the Central Magistracy this morning, Major C. Willson had before him a man named Arto Zanetti, described as a British subject, who was stated to be without any visible means of subsistence.

Sub-Inspector Elston, who had charge of the case, told the Court that Zanetti who stated that he had arrived in Hong Kong from Shanghai on a "President" boat, claimed to have lived a long time in Australia, but his passport did not agree with statements he made as to his movements. A reward was asked for to enable the police to make enquiries about the defendant.

Zanetti was committed to the House of Detention.

Another destitute who was produced in Court was a British Indian named T. N. Sahab.

Sub-Inspector Elston said that Sahab was a well-educated man, and was a member of a well-known family in India. He had been stranded in Valparaiso before coming to Hong Kong. The local Government was going to assist the Indian Government to repatriate Sahab, but in the meantime there was no place in the central Police Station where he could be accommodated.

The police therefore applied for the man to be committed to the House of Detention.

The Magistrate made the necessary committal order.

### CHINA SUGAR MEETING.

The ordinary annual meeting of the China Sugar Refining Co. Ltd. will take place at the offices of the General Agents, Messrs. Jardine, Matheson and Co., Ltd.

## HONG KONG HOTEL.

(Continued from Page 1.)

mittee in Shanghai, tendered to the Board their resignation effective as from the 31st, in order to effect an economy to the Company by their ceasing to act in such capacity, and I am sure I am voicing the appreciation of shareholders in expressing at this meeting the thanks of the Company to those gentlemen for their services in the past and for the goodwill expressed by them for the Company's welfare in the future.

## Auditors.

A matter which it is imperative I should make clear to shareholders is that relative to the change in status of Messrs. Thomson & Company from Auditors to Accountants to the Company in Shanghai. Messrs. Thomson & Company were Auditors to the Shanghai Hotels, Limited, the business of which Company was taken over by this Company under the amalgamation effected in 1923. Since that time Messrs. Thomson & Company have been appointed annually by shareholders in General Meeting as Auditors to the Company in Shanghai, but as a matter of convenience to the Company it has recently been arranged that as from January 1 last Messrs. Thomson & Company shall act as Accountants to the Company in Shanghai—their appointment being from the Board of Directors in Hong Kong. I would add that Messrs. Thomson & Company have kindly consented to such change of status and it is also agreeable to Messrs. Percy Smith, Seth & Fleming, the Auditors to the Company in Hong Kong, but your Board must and are quite willing to receive and consider any objection to such course which any shareholder may wish to submit to them.

## Allocation of Balance.

There being no other matters which call for comment, I now beg formally to propose that the Report and Balance Sheet and Accounts as presented be adopted, and that of the balance of Profit and Loss Account \$500,000 be transferred to General Reserve, \$300,000 be transferred to Construction and Development Reserve, and that \$78,310.65 be carried forward to 1928 account. When that proposal has been seconded, I shall be pleased to answer, so far as I am able, any question which shareholders may wish to put regarding the business of this Meeting.

## "Steady Dividends Without a Break For 24 Years."

Mr. G. C. Moxon said:—

Gentlemen: I am sure you will all have listened with great interest to the remarks made by the Chairman which appear to me to set forth concisely our present position.

It is now three years since this Company favoured its shareholders with any return on Capital invested—and this after having paid steady dividends without a break for twenty-four years previously—my records do not carry me back further than that almost prehistoric date.

## Figures of 1901.

In my hand I have the report of the Board of Directors of the Hong Kong Hotel Co. for the half year ended December 31, 1901—from which I see that the Directors proposed to appropriate from an available balance of \$94,477.49 the sum of \$72,000 to pay a final dividend of 12 per cent, for the half year in question.

I see that the liabilities of the company in this Balance Sheet were for the main part composed of:—

\$600,000. Capital  
\$225,000. Debentures issued.

I must confess that in this year of Grace 1928 it makes my mouth water to peruse this ancient and yellow document.

## Enterprise and Genius.

Much water has flowed under the bridge since those prosperous days and the whole complexion of this Company has undergone a mighty change.

I wish to be fair and I must pay tribute to the enterprise and genius that has caused us to be the owners of such charming and palatial Hotels as the "Majestic" in Shanghai, and the "Repulse Bay" and "Peninsula" in Hong Kong—but if I may say so without giving offence I wish that the old injunction to the tailor about cutting the coat with some regard to the cloth available had been followed by those responsible for the conduct of our business.

Gentlemen, to my mind we have been far too bold, and the unfortunate happenings of the past three years in this part of the world caught us bunting just when we should have been upright and in a position to face such a storm. However what is past is past and we must now look to our future.

## Target For Grumbling.

Like Governments, Hotels and Hotel Managements all the world

over were created to afford a target for grumbling and complaints and we are no exception to the rule. I think it should be made very clear to the public that an officer of this Company is specially detailed to deal with all complaints or suggestions connected with the conduct of our Hotels and that any matter of this nature should be sent in officially to the Head Office in Hong Kong where it will always receive prompt and careful attention. I mention this as of course it is evidently quite impossible for any management to deal with vague remarks regarding this or that. But from personal observation I do not think we have much to apologise for in the conduct of our Hostelries.

## Globe-Trotter's Praise.

I was interested and gratified the other day to hear a globe-trotting man of the world declare that after a long and varied experience of Hotels in many countries, he thought it would be hard to find anything to beat our "Repulse Bay Hotel" in Hong Kong and our "Majestic" in Shanghai. This should cheer those responsible for their creation and their management.

When one considers that for more than two years past this Company has been working at a terrible disadvantage owing to various adverse circumstances over which it had no control—involved as they did the lock up of a great portion of its funds in non-revenue producing land and buildings—I am amazed that we should have pulled through so well. The "Peninsula" Hotel notably has been a very long time building and has been a constant drain on us for years—with its approaching completion as set forth by the Chairman a great improvement should ensue in our financial position.

## Confidence in Future.

We have a good business and we may I think expect 'ere long to transform what I may call our "dead wood" into profit making assets—which gives me confidence in our future.

I think this Company may fairly be classed as a public utility company.

No great port or city could exist for long without good hotels—they materially add to the comfort, amusement, and prosperity of the entire community.

I consider that such being the case our well run hotels deserve the sympathetic support of all thinking people interested in the prosperity and progress of Hong Kong and Shanghai and that a reasonable profit to their shareholders should no more be grudged than that cheerfully accorded to other companies in the same category.

## Shareholders' Thanks.

I cannot refrain from making reference to our garage department and motor bus service—which have not only proved profitable to us but a boon to the Colony. I am glad to hear that the Board will devote much energy to the extension and development of this valuable and necessary adjunct to our business.

I have pleasure in according thanks on behalf—I am sure—of all shareholders, to the various managers and staffs in our employ for their hard work and efficiency. We have gone through difficult times but with the return of prosperity I feel sure they will receive the just reward of their labours.

I believe in China and in the future of this Colony and of Shanghai—and I believe that within a comparatively short space of time our present Hotels will be inadequate for the needs of residents and tourists. I trust that prudence and drastic economy coupled with the wise handling of our undoubtedly splendid properties may before long restore to us once more an unbroken series of dividend paying years.

With these remarks I beg to second the proposal that the Report and Balance Sheet and Accounts as presented be adopted and that of the balance of Profit and Loss Account \$500,000 be transferred to General Reserve, \$300,000 be transferred to Construction and Development Reserve, and that \$78,310.65 be carried forward to 1928 account. (Applause.)

No question was put. The proposal was carried unanimously.

## Other Business.

The chairman then explained that Mr. B. Lander Lewis had retired on leaving the Colony and Sir Elly Kadoorie was subsequently appointed to sit on the Board. Mr. J. Scott Harston, another director, retired by rotation, but offered himself for re-election.

Mr. Joseph Gould proposed the confirmation of Sir Elly Kadoorie's appointment and the re-election of Mr. J. Scott Harston—seconded by Mr. H. Birkett and carried unanimously.

Mr. P. W. Massey proposed the re-election of Messrs. Percy Smith, Seth & Fleming as auditors to the Company at a fee of \$2,000—seconded by Mr. W. E. Van Eps and carried unanimously.

This concluded the business and the chairman thanked those present for their attendance.

## DESPERATE ACT.

## MOTHER KILLS BABY: ATTEMPTS SUICIDE.

## WOMAN IN HOSPITAL.

A distressing report of a desperate mother killing her baby by administering poison and then attempting to take her own life by swallowing some of the poison herself, reached Police Headquarters this morning from the Taipo New Market district, New Territories.

The name of the woman, who is now in the Kwong Wah Hospital in a very serious condition, is given as Chen Mei-chun. She is a married woman and lived with her husband and their child at No. 127 at Taipo New Market.

The woman was in apparent good spirits when the husband went to work in the morning. When he returned in the evening, he found both his wife and child lying in bed. The child, a six-months-old-girl, named Li Wai-yuk, was already dead, whilst her mother was unconscious. Near the bed was found a partly empty horn box of opium and a bottle with a little lysol in it. Both the horn box and the bottle were full when the husband left the house.

The police were immediately informed, and they removed both mother and child, the latter to the Kowloon mortuary and the former to the Kwong Wah Hospital.

Subsequent examination revealed that both had swallowed a quantity of opium and lysol.

The theory of what had happened was that the mother, in a fit of depression, decided to kill herself and her baby. She first administered some opium to the child, but when this did not have the desired effect of killing it, she made the baby swallow lysol.

Then, satisfied that her child was dead, she took some of the opium and lysol and went to bed to die beside her baby.

The husband is unable to explain his wife's action, as he had no quarrel with her, and as far as he knew she was happy.

## ALLEGED FRAUD.

## TYPEWRITER SOLD BUT UNPAID.

## MISSING PURCHASER.

The report of an alleged fraud was received by the police yesterday from Mr. Cave, of Messrs. Mustard and Co.

According to Mr. Cave, a European who gave his name as Sydney Wood, living in Jordon House, No. 229, Nathan-road, Kowloon, visited Messrs. Mustard's office on March 28 and obtained a Remington typewriter worth \$300 on approval.

Two days ago when Messrs. Mustard's accountant called at Jordon House to collect the price of the typewriter from Wood, he discovered that the man had already gone.

Investigation made subsequently revealed the fact that on the same day that Wood obtained the typewriter, he sold it to the Wang Lee Company of Pottinger-street for \$105.

## USING A KNIFE.

## SCHOOLBOYS' STREET FIGHT ENDS IN STABBING.

## MAGISTRATE'S SENTENCE.

In connection with the fight in Elgin-street between two Chinese schoolboys, in which one was alleged to have stabbed the other in the back with a cobbler's knife, the injured boy has already been discharged from the hospital and appeared in Court this morning, when the other lad was charged before Major C. Wilson with cutting and wounding.

The police stated that the injury inflicted on the complainant was not serious, and he was detained in hospital for only 48 hours.

The two lads, who both lived in Elgin-street, were playing ball when they had a quarrel, and it was admitted that the complainant struck the defendant first.

The defendant said that he had no intention of seriously injuring the complainant.

In reply to the Magistrate, the complainant said that he had nothing to say about the matter.

The Magistrate ordered the defendant to receive eight strokes of the rattan.

In honour of Stella Benson, the novelist, Lady Dilke entertained at an afternoon party in her house near Lancaster Gate. Miss Benson is Mrs. O'Gorman Anderson, and with her husband, who is in the Chinese Customs service, is in England on holiday.

## ILLINOIS SCENES.

## "BIG BILL THOMPSON'S" RULE OVER.

## NOMINEE "SNOWED UNDER."

New York Yesterday. The consensus of opinion of the Press is that "rule" in Chicago of Big Bill Thompson, the schoolbook burning foe of King George, is ended. Mr. Small is practically snowed under by his opponent.

Crimes continue, the most startling being the murder of a Negro lawyer who accompanied two other negroes, driving through his own ward with can decked with anti-Small posters. Another car came up and pursued it until it ran into the kerb. The pursuers fired a broadside killing the lawyer and seriously wounding one of his companions, and then dashed away. Senator Deneen's followers complain that the returns are being delayed.

Huge Majority.

A later telegram stated that the returns of two-thirds of the State of Illinois show that "Thompsonism" has been crushingly defeated.

The majority of Mr. Louis

Emmerson, who is Senator Deneen's nominee for the Governorship, over

the Thompson nominee, Mr. Small, promises to be 400,000 double the figure predicted.

Land Sale.

April 16—At P.W.D. Offices, one

of crown land at Pillar Island,

3 p.m.

Meetings.

To-day—Meeting of St. Joseph's

College Old Boys' Association

in the College Hall, 5.30 p.m.

April 18—Yearly meeting of

shareholders of the Hong Kong

Rentality & Trust Co., Ltd., Exchange-

bidg., at noon.

April 19—General meeting of

members of The Prince's Bldg. &

Land & Co., Ltd., in Liquidation,

6 Des Voeux-road Ct., noon.

April 14—Sixth annual meeting of

the Hong Kong Engineering &

Construction Co., Ltd., St. George's

bldg., 11 a.m.

April 20—Annual meeting of

members of the Victoria Recreation

Club at V.R.C., 6 p.m.

April 28—Extraordinary meeting of

the China Light & Power Co.,

(1918) Ltd., St. George's bldg., 11

a.m.

Miscellaneous.

April 14—Diocesan Boys' School

"At Home" from 3.30 to 6.30 p.m.

April 14—Eighth annual dinner of

the Q.C.O.B. Assn. at Queen's

College Hall, 8 p.m.

April 17—Inspection of Police

reserve in conjunction with the

H.K. Police Force and H.K. Fire

Brigade, Murray Parade ground.

April 27—Laying of foundation

stone of new St. Stephen's bldg. by

H.E. the Governor, 3.30 p.m.

## ROBIN HOOD.

Douglas Fairbanks' famous production, "Robin Hood," which returns to the World Theatre to-day, blends facts and fantasy, history and legend, and combines artistic beauty with an authoritative interpretation of the spirit of romance and adventure prevailing in the Twelfth Century. "Robin Hood" offers at once a splendid story of adventure, skillful acting and magnificent settings. The more serious moments of the romance are relieved here and there with a touch of subtle humour. End Bennett, Wallace Beery and Willard Louis lead the huge supporting cast. "Robin Hood" will be screened until Saturday.

SHIPWRECKED.

The new picture at the Star Theatre to-day, "Shipwrecked," as the title implies, is a stirring tale of the sea. Seena Owen, the heroine, plays the part of an artist's model, who shoots an odious employer, and then seeks refuge on a sailing ship bound for the Tropics. During the voyage, the ship runs into a hurricane, is disabled, and finally drifts ashore on a South Sea Island, where many thrilling climaxes are reached. Supporting Miss Owen are Joseph Schildkraut, Mathew Bextz and Lionel Belmore. The programme also includes an excellent comedy and an interesting topical gazette showing the new Ford car on its trial runs.

In connection with the announce-

ment that Baron Matsui, Japanese Ambassador in London, is returning

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# Sport Columns

## HOME FOOTBALL.

## MATCH IN THE THIRD DIVISION.

## NORTHERN SECTION.

London, Yesterday. In division III. (northern section) of the Football League today, Lincoln and Chesterfield drew, neither side scoring. The match was played at Lincoln.—Reuter. The league table now stands:

	P. W. D. L. F. A. Pts.
Bradford	38 24 9 5 100 39 67
Tranmere	38 21 7 8 95 69 49
Doncaster	37 21 6 10 82 87 48
Lincoln	38 21 6 11 78 62 48
Stockport	36 20 7 0 77 44 47
Chesterfield C.	38 16 11 11 81 58 43
Southport	39 19 4 16 64 64 40
Darlington	36 18 4 14 79 64 40
Wrexham	38 17 6 15 60 57 40
Accrington	38 16 8 14 71 71 40
New Brighton	36 13 11 12 58 59 37
Halifax	37 12 12 13 67 65 36
Rotherham	38 13 9 10 62 62 35
Rochdale	37 15 5 17 67 71 35
Chesterfield	38 12 9 18 66 74 33
Crewe	38 12 8 18 72 76 32
Hartlepools	37 13 5 15 69 77 31
Ashington	37 9 8 20 62 68 26
Durham	37 10 6 21 46 87 26
Barrow	37 9 8 20 48 97 26
Wigan	38 8 9 21 40 80 25
Nelson	38 10 4 22 63 62 22

## LOCAL FOOTBALL.

## TWO INTERESTING MATCHES YESTERDAY.

## VALLEY &amp; SOOKUMPOO.

Two interesting soccer matches were played yesterday, one at Happy Valley and the other at Sookumpoo.

As part of the Portuguese triangular interport, a combined Portuguese team—not necessarily the strongest—met Chinese Athletic Association on the H.K.F.C. ground and lost by the only goal scored. The winners had several reserves playing.

In division I. of the league, Kowloon F.C. travelled to Caroline Hill and defeated South China A.A. by the odd goal in five. A number of belated fixtures in the senior league are being played to decide the runners-up honours.

## Portuguese v. Athletic.

Teams in this match were: Chinese Athletic:—Yik Chanchong; Lau Kau, Lai Yuk-tat; Mak Kwok-tung, Wong Shul-wa, Lam Yuk-ying; Tso Kwei-shing, Cheng Shiu-hong, Suen Kam-shun, Shek Pui-tim, Chan Kwong-iu.

Portuguese:—A. Rangel (Shanghai); P. Xavier (Hong Kong); L. Marcal (Shanghai); M. Sequeira (Shanghai); C. F. Favacho (Shanghai); C. F. Remedios (Hong Kong); Collaco (Macao); R. Favacho (Shanghai); L. Gonsalves (Shanghai); L. da Rocha (Hong Kong); J. Gutierrez (Shanghai).

Referee: Pipe-Major Mackie, 2nd K.O.S.B.

Play was interesting except for bad patches towards the end. Suen Kam-shun, who led the Chinese attack, had to retire before half-time. In the second half, Cheng Shiu-hong scored the winning goal what time his side was playing a man short.

## Kowloon v. South China.

Kernick, Kowloon's centre-forward, scored all three goals for his side against South China at Caroline Hill.

Fast football was played in a sporting spirit and South China won just as much applause as did Kowloon.

Kernick scored twice in the first half. After the change of ends, Lai Tung-choi reduced the deficit and then the Chinese equalised but Kernick put on the winning goal after that.

Referee: Staff/Sgt. Gilbert, R.A.O.C.

## INTERPORT DINNER.

Portuguese From Three Ports Present.

The Portuguese interport soccer dinner was held at the Club de Recreio, King's Park, Kowloon, last night, when Mr. E. V. M. R. de Sousa (President) presided over a gathering of about two hundred.

After the toasts to the President of Portugal and H.M. the King, Mr. de Sousa welcomed the interport teams and the visitors.

Mr. A. M. Gutierrez replied for the Portuguese Sporting Association of Shanghai and extended a welcome to the Hong Kong and Macao teams to visit Shanghai.

Mr. A. F. Batalha, spoke in Portuguese, replying for Macao.

Mr. F. A. Xavier thanked the H.K.F.A. and others who had assisted to carry out the tournament.

Mr. J. Ormiston, Mr. H. K. Lee (of Chinese Athletic Association) and Mr. C. W. E. Bishop (H.K.F.C.) replied.

Mr. L. A. da Rocha, the Hong Kong captain, proposed the health of the Shanghai and Macao teams.

## LOCAL SHOOT.

## POLICE OPPOSE ROYAL MARINES O.C.A.

## A WIN EACH.

On Good Friday an interesting shooting match was fired at the Stonecutters Rifle Range between teams from the Royal Marines Old Comrades' Association and the Police Rifle Club.

The conditions for the shoot, which was with both rifle and revolver, was as follow:

Rifle shoot.—100 yards, five rounds grouping, 200 yards, five rounds snap shooting, five rounds rapid, and five rounds deliberate.

The possible score was 80, the best eight to count out of the teams of

Revolver shoot.—Distances 10 and 20 yards. Possible score 60.

The R.M.O.C.A. won the rifle shoot, and the P.R.C. took the revolver competition.

At the conclusion Major Barnard, V.C., R.M. presented the spoons.

Spoons presented by Comrade W. Kent of the R.M.O.C.A. for the best score on either side with the rifle were won by Comrade Gossett, who also won the "Reynolds" Cup for the second year in succession.

The P.R.C. presented spoons for the three best scores on either side in the revolver shoot, and these were won by Capt. Whitworth, and Comrades Gossett and Rooney, all of the R.M.O.C.A. and Mr. Wodehouse and Sergeants Carey and Ritchie of the P.R.C.

The scores of the rifle shoot were:

## R.M.O.C.A.

Capt. Whitworth, R.M. . . . .	60
Comrade Kent . . . . .	48
Comrade Frith . . . . .	56
Comrade Gossett . . . . .	71
Comrade Collins . . . . .	43
Comrade Alexander . . . . .	43
Comrade Tuck . . . . .	65
Comrade Mason . . . . .	60
Total . . . . .	446

## P.R.C.

Mr. Wodehouse . . . . .	47
Sergeant Kelly . . . . .	42
Sergeant Carey . . . . .	71
Sergeant Ritchie . . . . .	62
Sergeant Mal . . . . .	55
Sergeant Hargreaves . . . . .	63
Sergeant Sherry . . . . .	55
Sergeant Bradell . . . . .	45
Total . . . . .	440

The revolver shoot resulted in the P.R.C. scoring a total of 351 points against the R.M.O.C.A.'s total of 291.

Thanks of the visitors to Stonecutters are due to the range staff for their valuable assistance which helped to make the shoot success.

It is hoped that the enjoyable shoot will be the forerunner of many which it is intended to arrange in the future.

## FANLING HUNT.

## SUMMER AND END OF THE SEASON.

## "ARMS" KEPT OPEN.

The Fanling Hunt point-to-point fixed for April 15 has been cancelled because the date clashes with that of the Macao races.

Owing to the approach of the hot weather and the flooding of the padi fields, the hunting season will probably be closed on April 29.

No fixture list will be issued for May, but subscribers are reminded that the "Hunters Arms" will be kept open throughout the summer.

Big alterations and improvements have to be made on the Kwantu race course. For this reason the meeting advertised for Saturday, April 29, will not be held. It is hoped that the work on the course will be well advanced and ready for the opening of the next season in October.

Those interested in hunting should keep in touch with the Huntsman, Mr. Morgan, who will be able to tell them of any further meets that may be held.

## LOCAL GOLF.

## TOMBSTONE COMPETITION FOR LADIES.

Ladies are reminded that held Tombstone Competition will be held on the New Course, Fanling, on Tuesday, April 17.

In future Competitions will be considered cancelled in the event of there being less than ten entries.

A competition will take place during the summer months at Deep Water Bay for a prize kindly presented by Mrs. Leggatt. Entries close April 30. Particulars will be posted on Notice boards at Fanling and Deep Water Bay.

## LAWN TENNIS.

## ANNUAL TOURNAMENT AT H.K.C.C.

## NG SZE-KWONG WINS.

Ng Sze-kwong, who was six times singles champion and also joint doubles champion for a time until the last few years, had an easier victory then expected yesterday in the Hong Kong Cricket Club annual lawn tennis tournament.

He beat his clubmate, Ho Ka-lau, who has represented China in the Far Eastern Olympiad, winning in straight sets.

Play was of a high standard and both players were on the aggressive from the start. The first two games went to Ho but he went down in the next two. He again led at 4-2 but Ng made the scores level by good all round play. The next game went to Ho but the ex-champion asserted himself at this stage and took the next three games in splendid style.

From then Ng Sze-kwong seemed to have got the measure of his opponent and though Ho was still playing a good game, he showed that the ex-champion's uncanny placing was effective. Ng Sze-

kwong, who played a great game from the start, had little difficulty in securing the second set at 6-3. The third set proved to be a run away affair for Ng and he was leading at 5-1 when his opponent made a great effort to pull the game round. By accurate placing and hard hitting he took the score 5-4 only to lose the next game, set and match.

The ex-champion played one of his best games for a long time and it is generally expected that he will make a bold bid to re-capture the title he lost to Honda in 1924. Ho Ka-lau also showed to good advantage but was unlucky to find Ng at the top of his form.

## Yesterday's Results.

## Open Singles (4th round):—Ng Sze-kwong beat Ho Ka-lau 7-5, 6-3, 6-4.

## Handicap Singles "A" (3rd round):—Lt.-Col. F. J. Wyatt (rec. 5/6) beat R. K. Valentine (rec. 5/6) 6-3, 6-1.

## Handicap Doubles (2nd round):—A. D. Humphreys and G. R. Sayer (owe 15/1) beat C. H. Bradley and Major C. Wilson (rec. 15/6) 6-2, 4-6, 7-5; (3rd round):—H. R. Phelps and C. C. Stark (rec. 1/6) beat W. M. Lyons and J. D. Crawford (rec. 8/3) 7-5, 6-3.

Mixed Doubles:—Miss Nellie and S. E. Green (scr.) beat Mrs. Woodward and C. W. E. Bishop (rec. 2/6) 6-0, 5-7, 8-6.

## To-day's Fixtures.

## Open Doubles (3rd round):—H. R. B. Hancock and Dr. R. E. Tottenham v. E. C. Fincher and E. F. Fincher.

Club Championship Singles (semi-final):—S. E. Green v. G. W. Sewell.

Handicap Singles "B" (semi-final):—T. G. Bennett (rec. 1/6) v. C. H. Bradley (owe 1/6).

Mixed Doubles:—Mrs. C. P. F. James and A. D. Humphreys (owe 15/3) v. Mrs. Remington and H. Owen Hughes (owe 8/6); Mrs. Wentworth and A. H. Crook (scr.) v. Mr. and Mrs. G. R. Sayer (rec. 3/6).

## MACAO RACES.

## GOOD PROSPECTS FOR THIS SUNDAY.

## CASH SWEEPS &amp; "TOTE."

Macao, April 9. The next race meeting at Macao will take place on April 15 and there are indications that it will be a record making meeting given suitable weather conditions.

The Macao Race Club is showing every sign of great improvement and the accommodation for visitors has been considerably changed. In all departments alterations have been made and racegoers will be much pleased with the changes.

Entrances are a record of sixty-three and the number of handicap events will tend to make the races exceedingly popular and the prizes will show signs of increase. In the cash sweeps department a reduction in commission charged to 20 per cent, in conformity with all other similar organisations, will be welcomed by the public.

## A Fine Trip.

In the pari-mutuel too, dividends will be declared on three ponies when the starters number six, in place of the minimum of seven hitherto obtaining.

Riders, mostly from Hong Kong, are also available in good number, while the races for novices will tend to make this Race Club exceedingly popular among beginners.

Racing enthusiasts should not fail to make the trip to Macao in the luxurious vessel that has been specially secured for the occasion for an excellent day's sport.

A competition will take place during the summer months at Deep Water Bay for a prize kindly presented by Mrs. Leggatt. Entries close April 30. Particulars will be posted on Notice boards at Fanling and Deep Water Bay.

## DANCING DISPLAY.

## MISS DAISY O'KEEFE'S PUPILS.

## BALL-ROOM TALENT.

## CHINESE Y.M.C.A.

**B. S. A.**

WINS THE

**COLMORE CUP.**

FOR BEST PERFORMANCE OF THE DAY.

**CRANMORE TROPHY.**

FOR BEST SOLO PERFORMANCE OF THE DAY.

**BAYLISS TROPHY.**

FOR BEST PERFORMANCE BY SIDE VALVE MACHINE.

**3 GOLD MEDALS.**

BEST SIDECAR PERFORMANCE OF THE DAY.

BEST SOLO PERFORMANCE OF THE DAY.

FASTEAST TIMES IN ACCELERATION TEST IN

350 c.c. Side Car 350 c.c. Solo, And

Over 600 c.c. Side Car Classes.

THIS WONDERFUL SUCCESS  
PROVES THE CONSISTENT RELIABILITY  
& DEPENDABILITY OF B.S.A.
**MOTOR CYCLES.**
**LATEST MODELS IN STOCK**
FOR PRICES & PARTICULARS  
APPLY
**THE SINCERE CO., LTD.**
**AUTO-TOTAL**
THE LATEST AND MOST EFFECTIVE FIRE  
EXTINGUISHER FOR
**MOTOR CARS**
**NO PERIODIC REFILLING.**
AGENTS:—  
KELLER, KERN & CO., LTD., 16/19, Connaught Road C.
**BUYERS' GUIDE**
**MOTOR CARS.**

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.

BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHRYSLER.—A. Lung &amp; Co., 19, Queen's Road, C. Tel. C.1219.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

OAKLAND.—A. Lung &amp; Co., 19, Queen's Rd., C. Tel. C.1219.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PONTIAC.—A. Lung &amp; Co., 19, Queen's Road, C. Tel. C.1219.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.

SINGER.—Gilman &amp; Co., 4a, Des Voeux Road Central.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

WHIPPET.—Gilman &amp; Co., 4a, Des Voeux Rd., C.

WILLYS-KNIGHT.—Gilman &amp; Co., 4a, Des Voeux Road Central.

**MOTOR TRUCKS AND TRACTORS.**

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

**MOTOR CYCLES.**

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.

ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

**TYRES AND ACCESSORIES.**

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.

AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kern &amp; Co., Ltd., 16-19, Connaught Road, Central.

COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.

FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.

MILLER ACCESSORIES.—A. Lung &amp; Co., 19, Queen's Rd., C. Tel. C.1219.

MILLER TYRES.—A. Lung &amp; Co., 19, Queen's Rd., C. Tel. C.1219.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

**STUDEBAKER MEN.**
AMONG THE "KEY"  
ENGINEERS.

A RUMOUR.

While there is no truth in the rumour that the U.S. Bureau of Standards has moved its offices to South Bend, Ind., there is a distinct "Washington accuracy" atmosphere about the extensive engineering offices of the Studebaker Corporation. A recent informal inquiry showed that of 26 key engineers in Studebaker service, no less than eight are former Bureau of Standards men.

Chief among these former Bureau men is William S. James, who was associated with the governmental agency for 13 years and from 1911 to 1924 was in charge of the Automotive Power Plant section of the Bureau. Mr. James is now chief of the Studebaker Research Engineering department and has direct charge of research laboratories and Studebaker's 800-acre Proving Ground.

The other engineers of Studebaker's staff who were in Bureau of Standards service are: E. C. Newcomb, technical adviser to President A. R. Erskine, formerly technical adviser to Bureau; J. A. C. Warner, assistant research engineer, formerly chief of Aeronautical Instrument Section of Bureau; Stanwood W. Sparrow, research engineer, formerly in Bureau Automotive Power Plant Section; Robert F. Kohr, laboratory engineer, formerly Associate Mechanical Engineer of Bureau; H. S. White, test supervisor, formerly Assistant Mechanical Engineer of Bureau; Maurice A. Thorne, superintendent of Proving Ground, formerly Assistant Mechanical Engineer in Bureau; and Clyde R. Paton laboratory engineer, formerly Associate Engineer of Bureau.

The total time these eight men spent in the service of the U.S. Bureau of Standards amounts to 37 years. Their total time in engineering work amounts to 119 years.

These men are part of an organization of 678 technicians comprising the Corporation's engineering department.

**Many Tests.**  
The engineering department makes 550,000 laboratory tests every year. Every device and material that goes into the manufacture of all Studebaker and Erskine models must be thoroughly tested and proved for its purpose before it is adopted. An example of the thoroughness of the engineers' work may be seen in the fact that Studebaker pays extra bonuses on 35 different formulas for steel. In other words, precise quality of steel is assured by the payments of these extra awards to steel companies.

It is noteworthy that Studebaker maintains a corps of inspectors which make 19,000 inspections during the manufacture of Studebaker cars. More than 2,000 mechanical operations are held to a tolerance of one one-half thousandth of an inch. Combined with advanced engineering, such care in assembly of motors and chassis makes it possible for Studebaker owners to drive their cars 40 miles an hour the day they are purchased, instead of poking along at 20 miles an hour for 500 miles.

**WOMEN DRIVERS.**

**WILL THEY BEAT MEN IN SPEED DEVELOPMENT?**

In his book, "The Lure of Speed," Major H. O. D. Segrave writes: "I believe one could learn to drive habitually at 200 miles an hour, supposing road conditions admitted of it."

Mrs. Victor Bruce, the noted woman motorist, thinks that eventually the best motor-drivers will be women.

"Providing the physical strain is made bearable, they will achieve as much as any man in speed work," she said to an "Evening Standard" representative.

"At present they have only just come to it. But it seems to me that the whole tendency now is against fast road work. You don't need an engine so much as something natty in a queue."

Miss Violet Cordery, the woman driver, said: "I think three miles a minute is a feasible anticipation. As cars improve, so will drivers. Women on the roads now touch fifty. Who knows what they will be capable of twenty years from now?"

**CHRYSLER "52."**
MUST PASS RIGID  
INSPECTION.
**PRECISION MANUFACTURING**

Chrysler's famous manufacturing policy of Standardised Quality is emphatically expressed in its "52" model, the lowest-priced car in the Chrysler line. This model receives the same quality of precision manufacture, the same thorough inspection, and the same engineering as does each of the three higher priced six cylinder cars in the Chrysler line.

"As a specific illustration of how the Standardised Quality plan works to the advantage of the '52' buyers," says J. W. Frazer, Chrysler sales manager, "the piston pins for this model are made of seamless alloy steel. After careful grinding, they are lapped to size and held within limits of two-tenths of a thousandth (.0002) of an inch as to size and taper, and finished with a mirror-like polish that gives a very fine bearing surface. The point is that these minute limits of tolerance in size and taper, and the finish, are precisely the same as for the piston pins used in the Chrysler Imperial '80,' fittingly described as 'Finest As Money Can Buy.' This suggests the many ways in which the Chrysler plan of Standardised Quality helps put unequalled value into the '52.'

"The '52' is built in the same plans and by the same organization as every other Chrysler. It shares equally with them the benefits of Chrysler engineering and manufacturing skill, laboratory and road testing, scientific research, experience and equipment. Because of all these advantages, we believe it embodies more advanced mechanical features, a higher degree of riding ease and performance ability, and a large number of luxury appointments than can be found in any car in the low-priced field which must, of necessity, be produced without the advantages the '52' enjoys."

Heritages received by this car directly from other Chrysler models under this unique Standardised Quality policy, and which are incorporated in the "52" include:

**Longer and unusually roomy bodies, adequate for full grown adults; small wheels, giving low centre of gravity with great riding ease and safety; saddle spring seat cushions, found heretofore only in cars of the luxury class; adjustable steering wheel; narrow corner pillars to give maximum driving vision; lower, more sweeping stream-lines; vertical ventilating windshields on closed cars; new type compact top with jack knife fold on open cars; indirectly lighted instrument panel; bullet type head-lamps; harmonious colour blends in line with the vogue of all Chrysler cars.**

The unusual power smoothness and enduring speed ability characteristic of all Chryslers are incorporated in the "52." As its name implies, it has a speed of 52 and more miles per hour. In it are exemplified the results of the scientific engineering and research work by which Chrysler laboratories have developed and applied established principles with respect to valve sizes, location, timing, shape of combustion chambers, improved manifold construction, air cleaners, and other engine developments. These have built up the highly efficient, economical power plant which yields the unusual performance widely identified with the name of Chrysler.

**1928 PONTIAC.**

The 1928 Pontiac is here! General Motors has set a new standard for light sixes. At no increase in cost, Pontiac to-day is far better in every respect than ever before.

Six cylinders, of course, because only six cylinders can give such power and such flexibility. Four-wheel mechanical brakes, too, for only brakes of this type can provide such safety.

A ninety inch spring suspension—just for comfort! A fuel gauge on the instrument panel—just for convenience. An air cleaner and an oil purifier—just for economy!

Nothing has been forgotten in making this Pontiac—a finer car than ever before—a finer car than any in its class.

And at no increase in cost!

The imperial landau shows the fine custom built appearance of the new Pontiac. A finer, better looking Pontiac than ever before.

**Why  
be satisfied with less  
than Buick**  
when Buick is *priced so low*

You can buy a Buick closed car for as little as \$1,610 Delivered.

In fact, you can have your choice of three popular Buick models at this low price—Sedan, Coupe or Sport Roadster.

These cars offer everything that has made the name Buick famous the world over:

The princely luxury and beauty of low-slung bodies by Fisher, with their rich upholsteries and stylish appointments.

SEDANS \$1,615 to \$2,600.

SPORT MODELS \$1,560 to \$1,910.

The supreme riding comfort of Buick cantilever springs, Lovejoy hydraulic shock absorbers, front and rear, and form-fitting, deeply-cushioned seats.

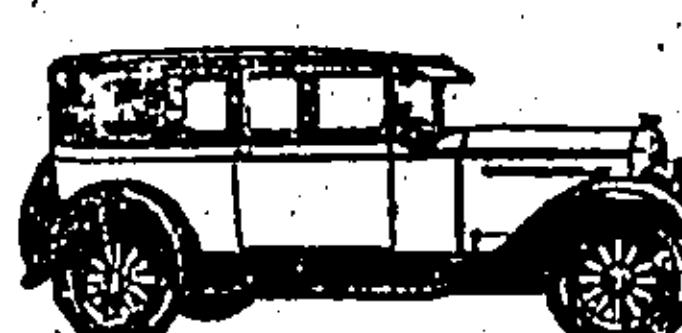
The brilliant performance of the Buick six-cylinder Valve-in-Head engine, providing abundant power, swift acceleration and sterling dependability.

Come in! Let us put a Buick at your disposal. A trial drive will win your unqualified approval.

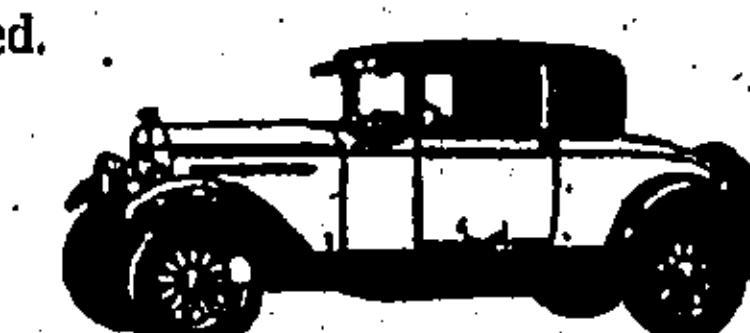
COUPES \$1,610 to \$2,350.

**G\$1,610**

Delivered.



Series 115 five-passenger two-door Sedan—an ideal car for general family use. \$1,610 Delivered.



Series 115 two-passenger Coupe. A typical Buick model—especially popular among business men. \$1,615 Delivered.

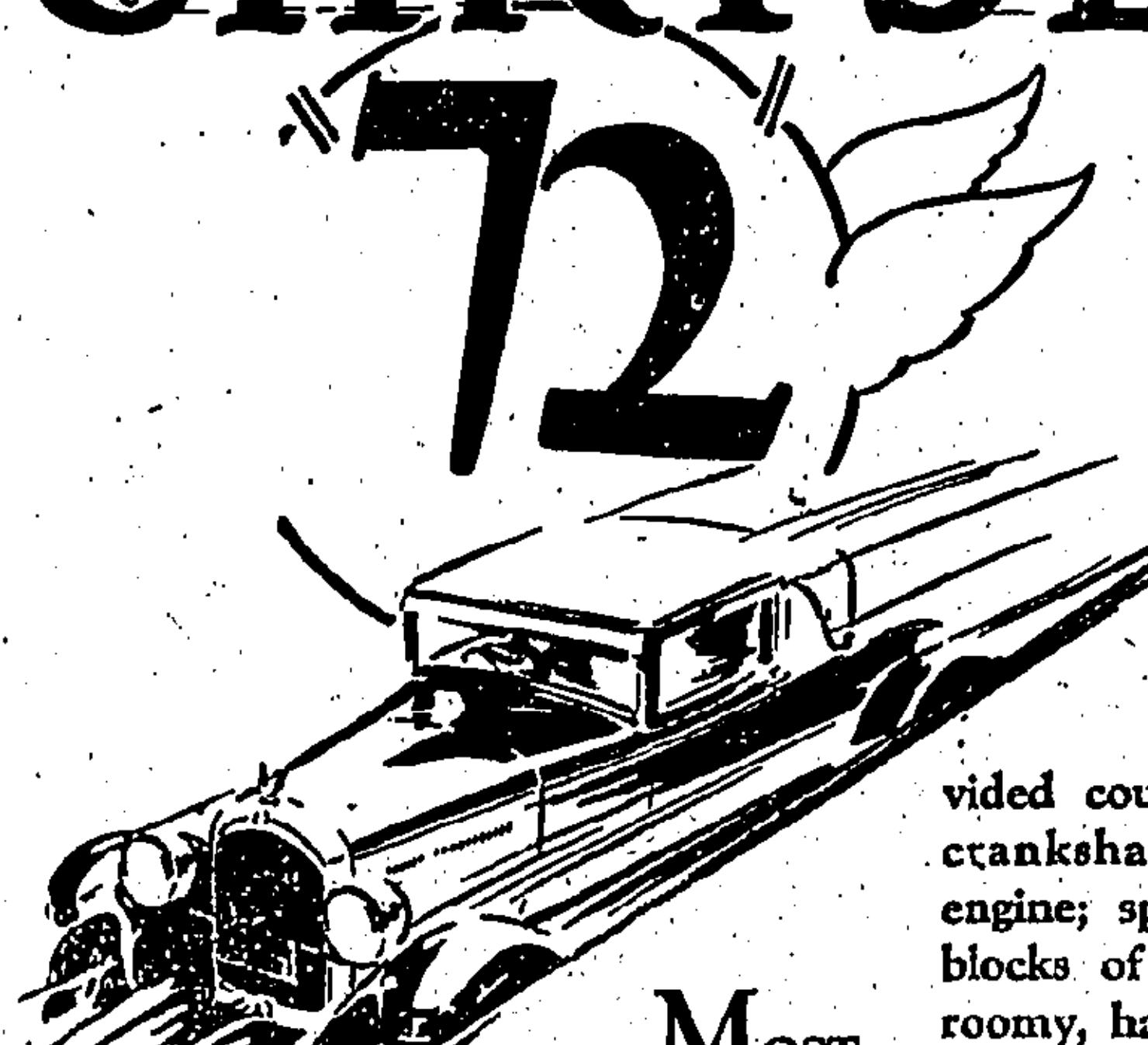
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Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD — HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

*Scoring Greatest Success  
in All Chrysler History*

**CHRYSLER**


Counterweighted 7-Bearing Crankshaft and Rubber Spring Mountings Made Possible for the First Time at Such Prices

vided counterweighted 7-bearing crankshaft in a 75 horse-power engine; spring ends anchored in blocks of live rubber; and long, roomy, handsome bodies in such correct taste.

Every Chrysler dealer is eager to show you the Illustrious New "72"; to put it through its paces. Only by riding in it and driving can you familiarise yourself with this new performance, this new smartness that has been responsible for the greatest success in all Chrysler history.

Sole Agents:

**A. LUNG & CO.**

SHOW ROOM:

19, Queen's Rd., C.

SERVICE STATION:

Percival St.

## EUROPEAN CARS.

CLAIM TO HAVE LONGER LIFE.

## THE FIAT.

A recent American publication dealing with the circulation statistics point that in the United States the majority of automobiles are scrapped after only five years' use.

It is well known that European automobile have by far a longer life; to illustrate this statement, a French statistic denotes that in France from January 1, 1928, upon a grand total of 1,250,000 automobiles in circulation, six were the only remainders of 1911's output.

It seems that sixteen years represent a longevity more than exceptional in France, only six cases can be reckoned out of 1,250,000.

To obtain a more comforting figure, one must consider merely the automobile having not more than 8-10 years of life; anyhow that represents the double of what the trans-Atlantic Statistic assert.

These figures confirm that the leadership of long life belongs to the Fiat Car.

Countless are the cases of Fiat Cars built in 1911, not only, but in 1910, and even 1907, still in circulation.

These examples are daily brought to notice to Fiat through spontaneous letters of enthusiastic owners; and some times they are letters suggested by third parties because the proprietor of the car considers as quite natural and obvious the exceptional resistance of his Fiat, and the idea would therefore not occur to him to signal this fact to the

## ONE BIG ORDER.

125 1928 CHEVROLETS AND BUICKS.

## FOR CHICAGO.

## NEW HUP SEATS.

## SEEKING RIDING COMFORT.

## SCIENTIFIC BUILDING.

One of the largest single consignments of passenger automobiles ever made to one purchaser, other than a dealer, has just been completed with the delivery of 125 new Buicks and Chevrolet to the Hertz Drivervel Company of Chicago.

This new equipment purchased at a cost of approximately \$100,000 is to be added to the Chicago stations of the Hertz company, increasing the cars now on hand for rental purposes to well over 1,000.

The transaction, because of the great number of cars involved, was handled through the Chicago Chevrolet Dealers' Association and parcelled among the various Chicago dealers.

"The purchase of these new cars, although not the first one, is simply following our established precedent of periodically replacing old models with new," said Walter Jacobs, president of the company.

"Particularly is this true of the Chevrolet and the Buick for the extreme popularity of these cars makes possible a much quicker replacement, thus giving our customers the advantage of added features in the new cars."

Although the first purchases of Buicks and Chevrolets were made by the Hertz stations only a little more than a year ago, today more than 2,000 Buicks and 3,000 Chevrolets are in the service, distributed among the various branches in the United States and Canada. Other orders of these two makes of cars will be placed from time to time and it is expected that the entire equipment of the Hertz stations will have been placed before the summer season.

## HUMBLE ORIGIN.

## STORY OF FLEET OWNERSHIP.

## CHRYSLER SCHEME.

Renting of motor cars is one of the oldest customs in the automobile industry. Instances of it are traceable as far back as 1905. It grew steadily as more and more persons learned of its advantages and took the opportunity to hire machines, both for business and pleasure.

The advantages were obvious. The idea enabled a salesman, for instance, to make more calls, to carry a larger assortment of samples and to save himself an appreciable amount of physical drudgery. It enabled the general public to go where and when it wished—in individual transportation.

Out of this early custom have grown two important commercial uses of the automobile of to-day—fleet-ownership and the "Drive-Yourself" renting system.

## Merit Special Attention.

Chrysler officials have given especial attention to the development of these two branches of present automobile practice. In both fields their cars have enjoyed an exceptional demand. The latest summary made by J. W. Frazer, Chrysler sales manager, shows that 500 nationally known American business organisations have Chryslerised their motor car fleets. The same car, in the last few years, has also become one of the leading cars in the garages of renting companies.

Chrysler's popularity among fleet-buyers is attributed to its exceptional adaptability for their needs. Characteristics for which the Chrysler is especially noted—quick getaway, rapid acceleration, easy handling in traffic and parking, reliable braking ability and economical operation—have led to its rapidly increasing use by concerns operating large fleets of cars which must meet the rigorous demands of salesmen and others who travel constantly.

Traditions of the "Drive Yourself" renting business trace its origin to a casual borrowing of an automobile a dozen or more years ago by an acquaintance from Joe Saunders, then an Omaha real estate dealer. When occasion required a second application in one day, it is said that the borrower offered to pay for the accommodation. The suggestion was courteously declined. But an idea of the possibilities of renting cars dawned on Saunders and proved to be the seed from which grew to-day's great "Drive Yourself" system.

Many Problems.

The new business encountered many problems. It attracted the attention of automobile thieves, bootleggers, wreckers, speed fiends and other classes of objectionable drivers. But experience showed the way to deal with all difficulties and, ultimately, the present highly successful and rapidly developing system was evolved.

To-day, tourists, travelling and local salesmen, professional men, real estate brokers, representatives of public service companies—in fact the people in every walk of life—use the system as regular patrons.

In this development of motorizing, Chrysler has also established itself as a leader. More than 3,100 Chrysler are in use by renting companies, in numbers ranging from 1 to 900. The latter represents the number used by the Saunders Drive-It-Yourself system, now the largest concern of its kind in the world. With 83 branches in 60 cities—from Washington, D.C., to Denver, and from Milwaukee, to Mobile, Ala.—its cars are driven nearly 20,000,000 miles annually by hundreds of thousands of drivers during every possible condition of weather and roadways.

One Million Dollars.

Joe Saunders, Vice-President of the system, in a letter to the Chrysler Sales Corporation, says:

"The fact that we have purchased during the past year one million dollars worth of Chrysler, that we use more Chrysler than any other make, and that we are continuously adding more Chrysler than all other makes combined, should be complete evidence that we believe Chrysler delivers the most satisfactory and economical transportation."

Engineering science is at work opening roads. Mountains are conquered; tracks are cut through jungles and reclaimed from swamps. The barriers of another age are swept away before the advance of the road builders. And in the wake of the trail-makers an army of trucks and motor cars comes to cover in a few hours distances that required days of painful effort in the past.

The advantage of speedy transport to the production and marketing of the agricultural and mineral riches of the Orient is too great to be slighted. As fast as roads are made available motor cars and trucks become indispensable. The conservatism they effect in time, effort and money can only be measured by those who have seen the transportation in the older days.

The demand for motor vehicles in this part of the world, therefore, is in its infancy. The automotive industry here has a considerable period of rapid growth to anti-

cipate before it can approach the period when replacement plus normal growth will represent its needs.



at  
Sensational  
New LOWER  
PRICES!  
Quality  
Unchanged  
40 Body Styles

Chrysler's sensational rise from 27th to 3rd place in sales in 42 months is the result of a phenomenal public preference that has continuously demanded a record-breaking volume of quality motor cars.

Chrysler's tremendous production and rapid growth are the direct results of public recognition of values and savings which only Chrysler Standardised Quality can provide.

You will then instantly recognise why Chrysler cars—by the most astounding price savings which result from a huge and rapidly growing public demand—are today more than ever the most marvelous motor car values in their respective price classes.

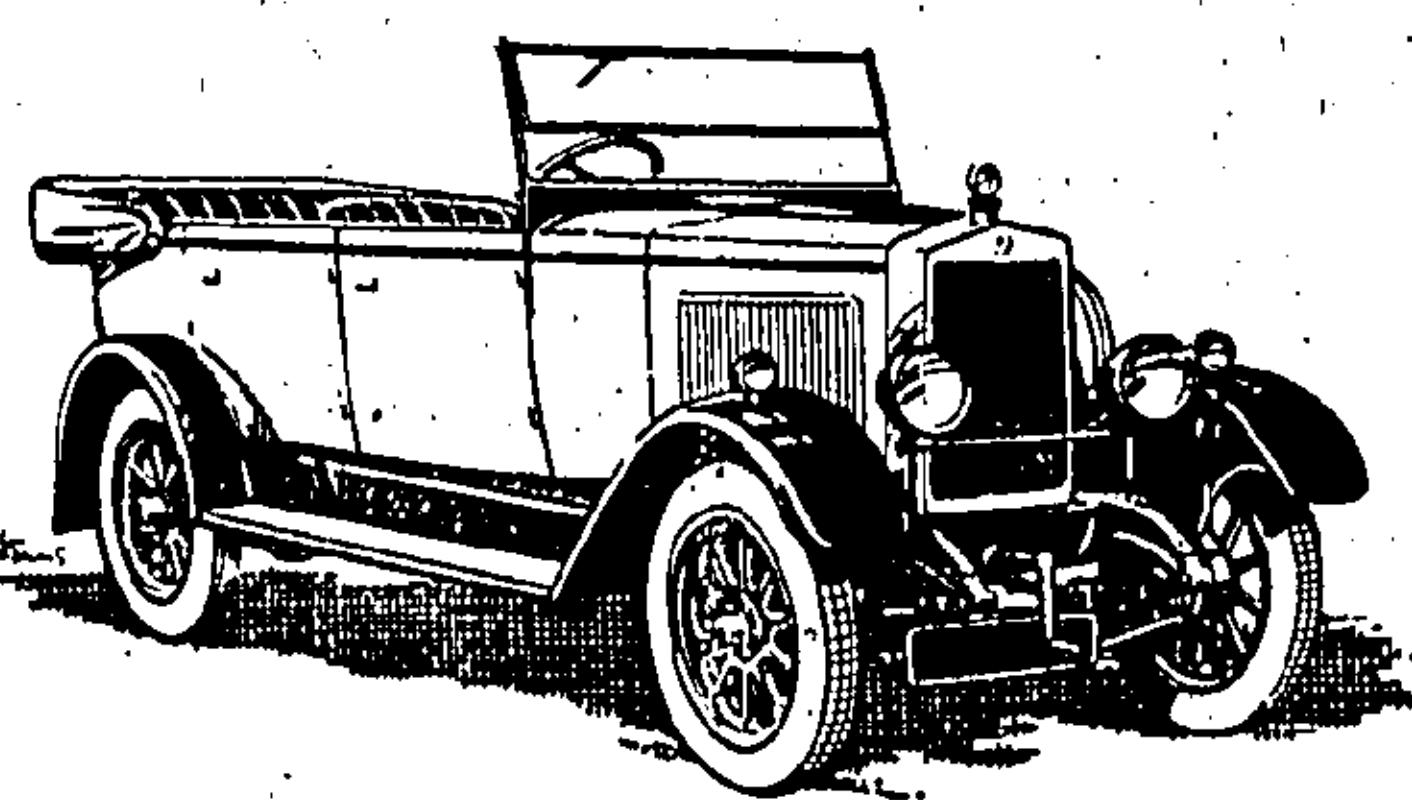
## A. LUNG &amp; CO.

19, Queen's Road, C.

Tel. C. 1219.

SERVICE STATION:—215, PERCIVAL STREET, WANCHAI.

## MORRIS



THIS IS . . . "the Wheel of the World"

The CAR of the Year.

## DELIVERED PRICES

NETT CASH

NETT CASH for 50%

London Hong Kong Track

## MORRIS-COWLEY 11.9 H.P.

## 48" TRACK—105" WHEELBASE.

ROADSTER	4 Seater	£163	£180	£5
TOURING (4-DOOR)	4 Seater	170	200	5
COUPE (FIXED HOOD)	2 Seater	175	210	10
SALOON (4-DOOR)	4 Seater	185	225	10
TRAVELLER'S CAR	168	200		
STANDARD VAN	165	200		

## MORRIS-OXFORD 11.9 H.P.

## 48" TRACK—106 1/2" WHEELBASE.

TOURING	4 Seater	205	235	—
SALOON	4 Seater	215	255	—

## MORRIS-OXFORD 13.9 H.P.

## 48" TRACK—106 1/4" WHEELBASE.

ROADSTER	4 Seater	210	240	—
TOURING	4 Seater	225	260	15
COUPE	2 Seater	230	270	—
SALOON	4 Seater	250	290	20
LANDAUETTE	5 Seater	285	330	—

## MORRIS-OXFORD 15.9 H.P.

## 56" TRACK—114" WHEELBASE.

(4-speed gear)

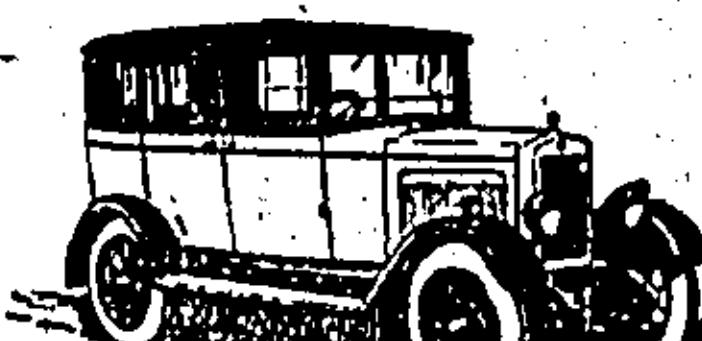
TOURING	5 Seater	315	355	—
SALOON	5 Seater	345	400	—

## MORRIS LIGHT SIX 17.7 H.P.

## 2468 c.c.—Approx. 2 1/2 litres.

TOURING	5 Seater	320	360	—
SALOON	5 Seater	350	405	—

BEFORE YOU  
PURCHASE ANY CAR  
INVESTIGATE THE  
DEALERS' SERVICE  
AND INSPECT STOCKS  
OF PARTS CARRIED



COMPARE  
MORRIS VALUES  
AND ASK US FOR A  
DEMONSTRATION.

THE HONG KONG HOTEL GARAGE  
(THE HONG KONG & SHANGHAI HOTELS, LTD.)

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& ACCESSORIES

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G.M.C. Busses

Firestone Tyres

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Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD - HAPPY VALLEY.

## HIGHWAY SPEED.

QUESTION INVOLVED WITH SAFETY.

## STOP SIDESTEPPING.

The time has come to stop sidestepping the problem of speed on the highways, is the opinion of Paul G. Hoffman, vice-president of the Studebaker Corporation of America.

"Railroads have proved that it is possible to attain both high speed and safety. When we look back over the years we view with amusement the excitement that greeted the iron monsters of 1848 as they thundered over the rails at the fearful speed of 25 miles an hour. Grave doubts were even raised that human beings could travel at speeds of more than 40 or 50 miles an hour and live.

"In the field of individual transportation the motor car has played an important part in breaking down the barriers of time and distance. It is as foolish to put legislative bars of a fixed character in the way of development of speed in motor car transportation as it would have been to put speed limits on railways in the early years of their development.

"It is time to look at the problem of highway safety from a new point of view. One of the first steps is to get over the idea that speed in itself is a dangerous thing. Traffic and safety experts—men who have studied the question—know that speed in itself is not the source of danger it is popularly credited with being.

## Other Factors.

"It is not speed alone, but speed in combination with other factors that makes accidents. Fifty miles an hour on the open road in the country may be safer than 25 miles an hour in crowded city traffic.

"Any well constructed car of the present year is much safer at 50 miles an hour under the proper conditions than cars of a similar class were 15 years ago at 30 miles an hour. One stretch of road may be safely covered at 60 miles an hour—another may be unsafe at 30.

"No one can deny that there is real danger in speed plus unfavourable conditions for speed on the highway, but speed in itself does not necessarily create hazards. High speed at intersections, in turning corners, passing pedestrians or passing other traffic in the face of oncoming traffic from the other direction is a real menace.

"Legislation and enforcement should concern itself not so much with speed as with those acts of a driver which, combined with speed, result in accidents. Let us stop arresting the same motorist who is doing a sensible 45 miles an hour on a fast road in the open country, and concentrate on drivers like the short corner-cutters in town who may be doing only 15. Fixed limits do not in themselves promote safety; they make lawbreakers out of motorists and often permit constables to bring discredit on highway policemen as a whole by affording opportunities for petty graft.

"It is time to meet the new conditions of highway safety with a fresh point of view—and concentrate on safety rather than on the antiquated theory that anything over 30 miles an hour is recklessness."

## HIGH COMPRESSION.

## IMPORTANT DEVELOPMENT OF THE YEAR.

Marked evidence of the noticeable trend toward engines of high compression design provides one of the most important developments of the year in the automobile industry. Those close to the industry declare that marked evidence of this trend is noted in the special grades of petrol for high compression engines now being marketed by the leading oil companies.

In commenting on this trend toward the high compression engine, officials of various companies manufacturing Knight-motor cars in the United States have expressed some surprise that high compression is being suddenly emphasized by other manufacturers as if it were a discovery. The builders of the three American Knight-motor cars, Stearns-Knight, Willys-Knight and Falcon-Knight have considered high compression one of the outstanding features of superiority of their Knight engines for years, and they point out that the Knight engine achieves high compression with ordinary petrol, while other types of engines require special high grade fuel to eliminate detonation and achieve satisfactory results.

The manufacturers cite the fact that the tests have proved the combustion chamber in the double-sleeve engine, wherein the gases are highly compressed before firing, to be ideally designed to provide a rapid, steady burning of the fuel.

## COMING HERE.

## MANILA MANAGER OF GENERAL MOTORS.

## BUSINESS PICKING UP.

E. H. Trice, general manager of the Manila zone for the General Motors Company, plans visiting South China shortly, according to a statement by him. The South China district comes under the Manila zone. Mr. Trice will look over the motor car situation there, renew old acquaintances and boost the General Motors' business.

According to Mr. Trice, China is buying more American cars every year. Her roads are being extended and improved, thereby facilitating travel, at the same time increasing the automobile business; prospects for this year in China are better, he said, in spite of what appears to be unsettled conditions caused by the civil war.

Mr. Trice also announced the coming of A. M. Willing, who will remain permanently as sales and service representative of General Motors. Mr. Trice does not expect to stay away long in China as he intends returning to Manila as soon as he completes his inspection.

## MODERN SPRINGS.

## A TELLING VAUXHALL TEST.

While everyone prefers driving in a well sprung car which gives the maximum of riding comfort, very few of the motoring public have heard much, if anything about the tremendous and costly experiments carried on conjointly between the car manufacturers and the spring makers in order to obtain, in a safe, secure and reliable manner, springing devices that can be relied upon, under every condition of driving or on any kind of road surface.

The engineers of the European countries, of England and America, are constantly at work testing and improving present methods of car suspension in order to meet the ever growing demands for greater comfort and increased speeds. For years steel has been the chief material used in spring making and every known principle of leverage has been applied to the absorption of road shock. To-day hydraulic and spring recoil shock absorbers, rubber bumpers and combinations of steel and rubber are used to minimise jar and still the engineers and car builders are not satisfied, so the search for newer and still better arrangements of springing keeps apace with the urge for speed and the desire for comfort.

Vauxhall Motors, Ltd., makers of the well known standard British car, have given an unusual amount of time and thought to this subject and, as a result of these tests the present Vauxhall is now an outstanding example of what should be found in cars which can be depended upon to hug the road bed. Not long ago, for purposes of test investigations, the normal half-elliptic front and cantilever rear springs which are standard equipment of 20-60 Vauxhall, were specially weakened by removing some of the spring leaves. They were then supplemented by a new design of pivoted longitudinal springs for balance purposes. Shock absorbers were fitted to the front axle as additional aids. The Vauxhall car was then driven for several hours over an exceedingly rough road, full of pot holes and ridges at speeds up to and over 40 miles per hour. There was natural considerable movement of the car body, the occupants being thrown about on their seats but not actually off them. So great was the range of movement, by the front axle that the left side shock absorber was bent up until it interfered with the steering, but the springs in spite of their weakened condition, successfully withstood the great stresses imposed on them by such a severe and prolonged test. Only by such tests, can the modern high speed automobile be made safe and trouble-free for the motoring public.

Extending from cowl to rear quarter is a decorative panel finished in bright contrasting colour. This and long narrow windows set in deep reveals emphasize the low hung appearance of the new President. A trunk is mounted at the rear of five passenger models.

Every detail of the interior treatment of the President complements the richness of design characteristic of Studebaker's custom cars. Upholstery fabrics are rich in broadcloth or mohair in shades harmonizing with the lacquer finish of the exterior. In seating arrangement and roominess, the President strikes a new note of luxurious comfort. Seats are deep and wide, and the form fitting cushions are mounted on double deck pillow springs. Arm rests and silk assist cords add further to passenger comfort.

Distinctive among the interior fittings are door panels finished in high compression walnut or lacquer and embellished with etched silver medallions. Dome and corner lamps, the former automatically operated by a concealed door switch, silk curtains for rear and quarter windows are additional appointments. An attractive vanity case and a smoking set with lighter are supplied with the 7-passenger Sedans, while ash receivers are included with the 5-passenger models.

The same convenience and luxury characterize the front compartment. The facia board finished in two-tone antique walnut is equipped with a cigar lighter, and instruments are set in a panel framed by a beading of dull silver inlaid with enamel. The instru-

## A GREAT CAR.

## HEAD OF THE STUDEBAKER LINE.

## FINE PERFORMANCE.

A new Studebaker President, with a straight eight motor delivering 100 horsepower for speeds up to 80 miles an hour, now heads the Studebaker line of custom cars.

In the power and superlative performance of its motor, the beauty of its body lines, and the luxury and completeness of its appointments, The President is one of the outstanding cars of the new automotive year.

Announcement of the new President climaxed a year of performance achievements during which Studebaker has won every official and endurance record for fully equipped stock cars regardless of power or price.

The new straight eight was designed and built by

the same team of engineers responsible for Studebaker's impressive series of victories during the past year.

It makes its first public appearance after two years of development work and testing in Studebaker's research engineering laboratory and proving ground under the direction of D. G. Roos, chief engineer (formerly chief engineer of Locomobile, Pierce Arrow and Marmon); and W. S. James, research engineer, who was formerly section chief of the U. S. Bureau of Standards.

## New All Through.

The new President reveals no trace of racing design. While the car is new it is a radiator to rear axle, the engineers have followed only sound and thoroughly proved engineering practices.

In doing so, they have produced a motor of great power and speed, and a chassis notable for easy handling, exceptionally fine riding qualities and readability at all speeds.

Due to precision workmanship and the Studebaker practice of running-in every motor on a dynamo-meter, the President may be driven 40 miles per hour even during its first 500 miles.

Six sedan and a limousine are offered: five and seven passenger sedans; five and seven passenger State Sedans, fitted with six wire wheels and tyres and many items of de luxe equipment; and a State limousine, also with 6 wire wheels and tyres.

All models are distinguished for their harmonious combination of gracefully rounded contours with long, sweeping body lines emphasizing the low hung frame and the abundance of speed and power under the bonnet.

## Decorative Panel.

The familiar Studebaker radiator, somewhat narrower than before, is capped by the poised figure of Atlanta and flanked by big chromium-plated headlamps of special design. Full crown one piece mudguards have a distinctive flare in front and sweep back in a graceful curve. The two spare wire wheels of the State sedans are carried in the front mudguards.

Separating bonnet and cowl is a brightly plated bead to which are attached cowl lamps that harmonize with headlamp design.

Each sleeve valve engine to sell in the low priced six class.

## LIGHT CARS.

## FINE FEATURES AT LOW COSTS.

## OVERLAND WHIPPET.

The motorist whose income will not permit indulgence in high-priced cars is leaning forward eagerly and displaying a pleased expression these days, as he watches new cars appearing on the market offering fine car features in light cars, at prices within his reach.

Those who could not previously afford a fine car and who would not bother with the type of car offered at a very low price, are now eagerly in the market for one of the light cars of fine quality now for the first time offered at a low price.

In fact, people who never before thought of buying a motor car at all are this year thronging the show rooms and considering the purchase of their first motor cars.

The manufacturers of the Overland Whippet have tapped a great new reservoir of public interest with their "quality car at lowest prices."

## Price Reductions.

Immediately following the slashing price reductions in the Whippet motor cars, placing them directly in price competition with the lowest priced cars ever manufactured in the U.S.A., approximately two million persons visited the various showrooms where these perfected Whippets were on display.

This outpouring equals the interest displayed when the Whippet was first presented to the public about 19 months ago, which set a record at that time for public interest in a new product.

Reports are pouring into the executive offices of the Willys-Overland, Inc., that indicate the interest of the public is centred in the perfected Whippet, this fact being borne out by the sales volume that has resulted, being far in excess of the expectations of company sales executive.

It is said that never before in the history of the automobile industry has a price reduction on a car that had been before the public for more than a year, brought about such a notable reception in every section of the nation.

Reports also indicate that in the higher ranges of cars, there is a decided trend toward Willys-Overland models, which have been presented for 1928 with numerous refinements.

Unusual interest, it is said, is being exhibited in the new Willys-Overland Standard Six, the first car powered by a Willys-Knight six cylinder sleeve valve engine to sell in the low priced six class.

## Public Interest.

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## NEVER SUCH VALUE BEFORE IN HONGKONG

## The Now Famous

## "WHIPPET" "96"

## ONCE MORE

## Reduced from Higher Prices

## NEW PRICES NOW IN FORCE

Chassis - - -	H.K.\$1,325



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THURSDAY, APRIL 12, 1928.

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 For Ladies - - - - - \$9.00 up  
 For Children - - - - - \$5.75 up

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 & Stores

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 The True Tonic-Food

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 New Work & Repairs.  
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 53, Queen's Road Central.

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 Managing Director.

## THE CHINA MAIL,

### "THE FORD."

THE CAR THEY LAUGHED  
 AT.

### INVENTIVE PLOUGHBOY.

One approaches with a certain suspicion the life of a captain of industry. The biographer is always tempted to sanctify what may have been an ordinary and average boyhood. And yet, those legends of extraordinary boyhoods are very picturesque in this respect, and one cannot help quoting extensively from "Henry Ford," by J. G. de Roubaix Hamilton (Allen, and Unwin, 7s. 6d.), in spite of the fact that there are some errors in the spelling of names.

Henry Ford's father was a farmer in Bandon, County Cork, who, when he was twenty, had to emigrate in the year of the Great Famine, "Black '47." Great numbers of emigrants died on these voyages across the ocean in the "coffin ships" but many of those who survived did well in the new country, particularly such as William Ford who went on the land. But on his first arrival at Dearborn he had to work as a builder's labourer and a track-layer. For this time he worked as a farm labourer, and then he bought forty acres from another Irishman who had taken rather too much land for himself under a Government grant. When he was thirty-five he married a girl of eighteen, Mary Litogot, who was of mixed Dutch and Scandinavian extraction. Henry, born in 1863, was the eldest child.

The Young Inventor's Scar.

By this time the Ford farm had increased to two hundred and thirty acres. Henry went to school—at one time to the Scotch Settlement School—until he was sixteen. By the time he was twelve he was ploughing and doing almost a man's work on the farm. He has said that it was the hardness of the manual labour on the farm that made him apply his mind to mechanics. He took part in the amusements of the community—hay rides and watermelon parties, "that dear delight of young Americans."

The legend of his inventive boyhood begins with a description of his stopping the lid and spout of a kettle on the boil to see what would happen. The kitchen roof was almost blown away and a bit of scalding metal hit the boy, leaving a mark on his face for life.

A Toy "Junk" Shop.

The local forge captivated him, and in emulation of the blacks, he set up a workshop and forge on the farm. This was at first a sort of toy "junk" shop, where the boy amused himself, but with increasing skill he began to repair broken tools and machinery. The neighbours soon found out his skill and brought him odd jobs of repairing to do. He used to take his watch to pieces and put it together again, and in time he made a watch which would tell Government time and "sun time," by which the farmers directed their day. Late in life he said:

There is an immense amount to be learned simply by tinkering with things. It is not possible to learn from books how everything is made—and a real mechanic ought to know—how nearly everything is made. Machines are to a mechanic what books are to a writer. He gets ideas from them, and if he has any brains he will apply those ideas.

The biggest event of his youth, he says, occurred when he was thirteen. He and his father were driving along from Dearborn to Detroit when they met a road engine which had a chain connecting it with the rear wheels of the carriage on which it was mounted. Here Henry Ford saw his first motor-car! He says he remembers how it looked as clearly as if it were yesterday that he saw it.

The engine was driven, steered, and fired by one man. When he saw William Ford's wagon coming he stopped the engine so as to allow the horses to pass without being frightened. Henry fairly flew from his seat to the ground, over to

the engine, and then up on its platform. He had a thousand questions to ask, and in the engineer he found a kindred spirit who told him all about it: that it had been made in Battle Creek by Nichols, Shepard and Company; how the chain worked; how it was disconnected from the driving wheel when they stopped, so as to give place to the belt used for driving other machines; and so on.

Henry could not get this engine out of his mind. He began to attempt to make an engine. His first model was built entirely of wood except the boiler, which was improvised from a five-gallon oil can. With the experience thus gained he went further and built entirely from metal scraps an engine that really ran.

His father wanted him to stay on the farm—that was the duty of a farmer's eldest son. But "mechanics" called. I remember a passage in one of Stephen Graham's books in which he describes a steerable passage with poor immigrants from Liverpool to New York. He told of the Irish, the Poles, the Italians, maintaining their customs and singing their national songs to relieve the tedium of the voyage. But, he reflected, these men will beget and these women will bear children who will not be interested in their parents' lands, but will salute the Stars and Stripes like born children of the Land of Liberty.

Henry Ford, American boy, turned his back on his Irish father's farm. He had five dollars in his pocket. He went to a machine shop in Detroit, and was engaged as an apprentice at two-and-a-half dollars a week. His board cost him three-and-a-half dollars. To make ends meet and save a bit, he added a night employment with a watch mender, for which he was paid two dollars a week for four hours' work a night.

Collected Three Hundred Watches.

In time, as his biographer says, "he quit," and found new employment in a marine-engine factory. It meant stooping to conquer, for his wage went back to two-and-a-half dollars. At this time he had the dream of universalising the watch, and he actually drew up plans for a cheap, reliable "time-keeper" for every man. Indeed, this was the first stirring in his mind of the idea of supplying what might be called a "luxury-want" in millions.

### WHEN EATING IS HARD WORK.

What the Dyspeptic Thinks.

Men and women who come to the table with haggard, drawn looks and poor appetite are to be pitied for their miserable existence. They are afraid to eat food which normal, robust persons will enjoy. However hungry they may be, even the lightest meal brings a recurrence of those indigestion pains which cause the victim agony.

But why suffer the miseries of dyspepsia, with its irritability, acute pains in the back and chest, flatulence and water brash? Those continuous bouts of indigestion with lack of food have impoverished your blood. It has become so thin and weak that it has left your body in a debilitated state, and reduced you to a haggard and depressing frame.

The most reliable method to deal with indigestion is to begin at once to tone up and replenish your blood. For this purpose there is no better tonic than Dr. Williams' pink pills, which will increase and renew your blood, making a rich, red supply to flow through your veins. The stomach and digestive organs will at once begin to revive and properly function. Pain and depression will disappear, and you will enjoy the delights of the table once more.

So begin now to conquer your indigestion by taking Dr. Williams' pink pills for pale people. Of all chemists, or post free at \$1.50 per bottle, 6 bottles \$8, from the Dr. Williams' Medicine Co., 60, Kiang-see Road, Shanghai. Nothing else will do.

At this time he collected three hundred watches, so that he might know all that was to be known about them. He had convinced himself that he could "turn out" watches by machinery at thirty cents each and sell them at fifty cents. He gave up the idea because he decided that watches were not, after all, a necessity.

From Plough to Two-Seater.

After several changes of employment he entered the service of the Edison Company. It was then that he applied himself indefatigably to the work which was to make him one of the representative captains of industry of our time. Remembering the grim work of horse and man in ploughing, he sought to make a mechanical plough. He removed the workshop which he had found

when a body from his father's farm to the back-yard of his house in Detroit. As soon as supper was over he would retire to the shop.

After it, was not a mechanical plough, but a motor, that was the fruit of his laborious assiduity.

Finally in 1892, the car was finished. It looked like a little, low-slung buggy with its bicycle wheels and light frame upon which was mounted on upright posts a seat large enough for two people. High speed was about twenty miles an hour and low was ten. There was no reverse.

Neighbours Who Laughed—First.

He used to push his car into the street, and it would not run. His wife felt the humiliation of seeing the terrace wives laughing behind their curtains as he had to push back his horseless car to his back yard. But one morning, in April, 1893, Ford called to his wife that he was going to give the car a trial and that he was sure it would run. It was raining hard but Mrs. Ford, wrapped up, took an umbrella and went out. Ford had pushed the car out of the shop and he now turned over the motor. It caught and began to cough, bark, sneeze, and spit. He mounted to the seat and drove off, while Mrs. Ford ran along the sidewalk under her umbrella in the rain. It worked; it ran: it was a success. The great idea was at last on wheels!

His associates bore with him a little while, but eventually they considered that their money would be better employed than in "fooling with a gas engine." Thus Ford had to break out on his own. After other disappointments, he founded in a small garage the business that was to grow into the largest factory in the world.—Con O'Leary in "T.P.'s Weekly."

### STANDARD TIME.

#### SUNRISE AND SUNSET IN HONG KONG.

Sunrise and Sunset in Hong Kong during April, 1928, standard time for the 120th meridian, East of Greenwich, is as follows:

	a.m.	p.m.
12th	6.06	6.42
13th	6.05	6.43
14th	6.04	6.43
15th	6.03	6.43
16th	6.02	6.44
17th	6.02	6.44
18th	6.01	6.45
19th	6.00	6.45
20th	6.00	6.46
21st	5.59	6.46
22nd	5.58	6.46
23rd	5.57	6.47
24th	5.57	6.47
25th	5.56	6.47
26th	5.55	6.48
27th	5.54	6.48
28th	5.53	6.48
29th	5.52	6.49
30th	5.52	6.49

### MAIDEN VOYAGE.

The 350 b.h.p. Kromhout-engined motor coaster "Katoora" has completed her maiden voyage to Adelaide, the entire trip from Greenock being successfully negotiated. The vessel, which is 135 ft. in length, is a single-screw craft, and made a non-stop run from Greenock to Suez, from Port Said to Colombo, and from Colombo to Adelaide.

The "Katoora" was built by George Brown and Co. and the machinery was supplied by Pernam and Co.

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**HONGKONG HOTEL; REPULSE BAY HOTEL;**  
**PEAK HOTEL.**  
 Telegraphic Address: "KREMLIN, HONGKONG."

AND  
**SHANGHAI**

**ASTOR HOUSE HOTEL; PALACE HOTEL;**  
**MAJESTIC HOTEL.**

Telegraphic Address: "CENTRAL, SHANGHAI."

**HOTELS,**

LIMITED.

In association with the Grand Hotel  
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## KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms, newly renovated and installed with Box Spring Beds, Hot and Cold Water, also Telephone.

Hotel Launch meets all steamers.

TEA DANCES:

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## THE

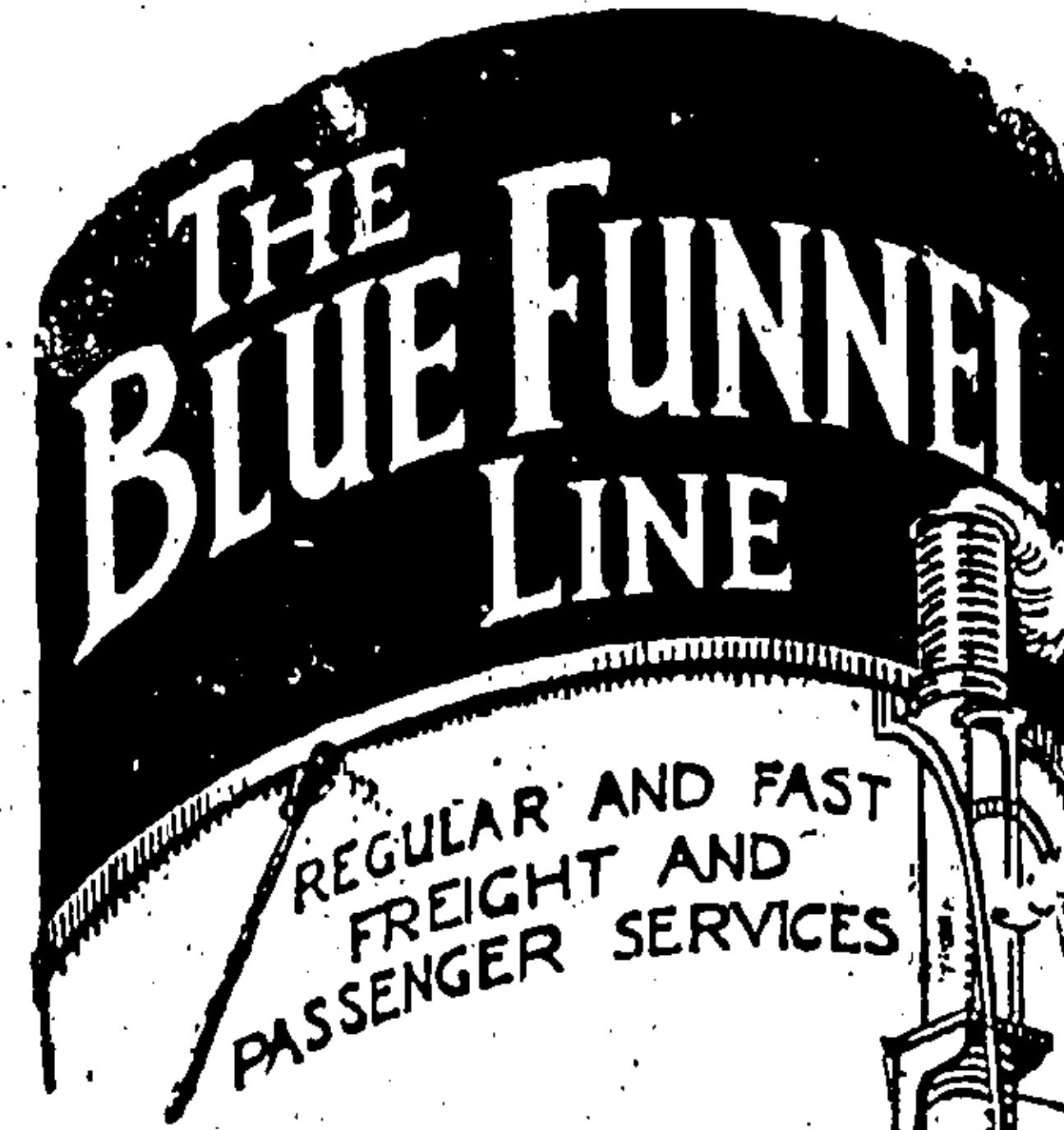
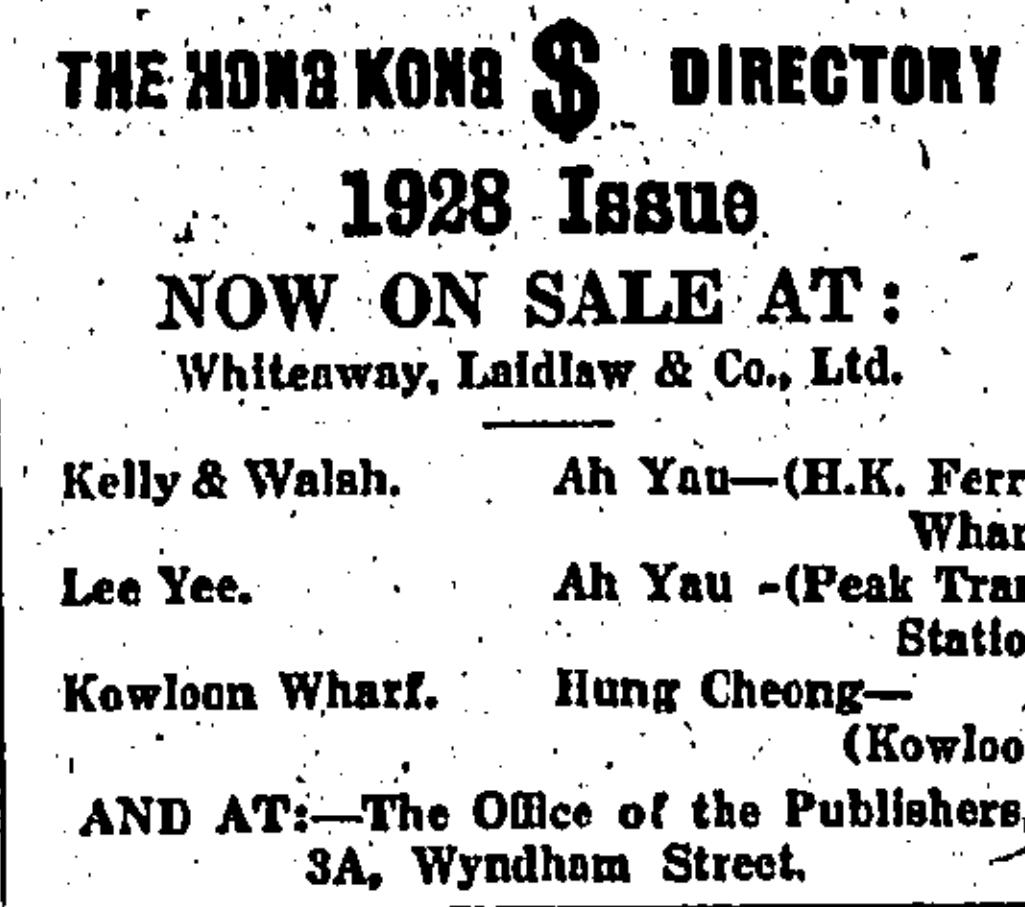
## HONG KONG



# China Mail

ESTABLISHED 1845

HONG KONG, THURSDAY, APRIL 12, 1928.



## LONDON SERVICE.

"SARPEDON" 18th Apr. Marseilles, London, Rotterdam & Glasgow  
"CALCHAS" 1st May Marseilles, London, Rotterdam & Hamburg  
"PATROCLUS" 16th May Marseilles, London, Rotterdam & Glasgow

## LIVERPOOL SERVICE.

"BELLEROPHON" 29th Apr. Havre, Liverpool & Glasgow  
"OREBES" 20th May Genoa, Havre, Liverpool & Glasgow

## PACIFIC SERVICE.

"KORE & YOKOHAMA" 19th Apr. Victoria, Vancouver & Seattle  
"PROTEUS" 19th Apr. Victoria, Vancouver & Seattle  
"TALTHYBIUS" 10th May Victoria, Vancouver & Seattle

## NEW YORK SERVICE.

"STEAMER" 20th June Boston, New York & Baltimore

## PASSENGER SERVICE.

"SARPEDON" 18th Apr. Singapore, Marseilles & London  
"PATROCLUS" 16th May Singapore, Marseilles & London

## OUTWARD SERVICE.

"LAOMEDON" 10th Apr. Shanghai, Kobe & Yokohama  
Also cargo steamers with limited passenger accommodation at specially reduced fares.  
For freight, passage rates and information apply to:

Butterfield & Swire.

A.ents.

## POST OFFICE NOTICE.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so supererabbed.

The Postal Service to Swabia & neighbouring places is entirely suspended until further notice.

## INWARD MAIIS.

From Per  
THURSDAY, APRIL 12.  
Straits ..... Sui Sang  
Shanghai ..... New Chwang

FRIDAY, APRIL 13.  
Europe via Suez Letters and Papers, London

15th March and Parcels, the March Kashgar  
Shanghai and Europe via Siberia ..... Linn Maru  
Shanghai ..... Mongolia

SATURDAY, APRIL 14.  
Shanghai ..... Soo Chow

SUNDAY, APRIL 15.  
Straits ..... Hakusan Maru  
U.S.A., Canada, Japan and Shanghai ..... President Jackson  
Shanghai ..... Valou

MONDAY, APRIL 16.  
Manila ..... Empress of Canada

THURSDAY, APRIL 19.  
Australia and Manilla ..... Mishima Maru

FRIDAY, APRIL 20.  
Japan and Shanghai ..... Suwa Maru

TUESDAY, APRIL 24.  
Japan ..... Aki Maru

## OUTWARD MAIIS.

For Per  
THURSDAY, APRIL 12.  
Sam Shui and Wuchow ..... San Ning ..... 4 p.m.  
Hollow and Tourane ..... Devawongse ..... 5 p.m.

Manila, Australia, and New Zealand via Thursday Island—due  
Thursday Island, 24th April.  
Parcels 5 p.m. Registration (Apr.  
13th) 9.45 a.m. Letters (Apr.  
13th) 10.30 a.m. .... Changte

FRIDAY, APRIL 13.  
Saigon ..... Prominent ..... 2.30 p.m.  
Amoy ..... Sui Sang ..... 5 p.m.  
Shanghai and Japan ..... Kashgar ..... 5 p.m.

Straits, Ceylon, India, Mauritius,  
E. & S. Africa, Egypt and Europe  
via Marseilles—due Marseilles,  
11th May. K.P.O. Parcels 4.30  
p.m. Registration (Apr. 13th) 9  
a.m. Letters (Apr. 14th) 10 a.m.  
G.P.O. Parcels 5 p.m. Registration  
(Apr. 14th) 9.45 a.m. Letters  
(Apr. 14th) 10.30 a.m. .... Mongolia

SATURDAY, APRIL 14.  
Hollow, Pakhoi, Haiphong ..... Tean ..... 10 a.m.  
Amoy ..... Anhui ..... 5 p.m.

SUNDAY, APRIL 15.  
Swatow, Amoy and Formosa ..... Kishu Maru ..... 8.30 a.m.  
Bangkok via Swatow ..... Kaying ..... 9 a.m.

MONDAY, APRIL 16.  
Shanghai and Japan ..... Hakusan Maru ..... 10.30 a.m.  
Amoy ..... Soochow ..... 4.30 p.m.  
Manila ..... Pres. Jackson ..... 4.30 p.m.

## MOSCOW & INDIA.

Former's Evil Influence Spreading.

### CHINA'S DISORDERS.

Effect Of Dispatch Of Indian Brigade To Shanghai.

London, To-day. The Director of Public Information for the Government of India, in review for 1926-27, says the Communist disorders in China and the despatch of an Indian Brigade to Shanghai had an effect on India.

Moscow had been busy with propaganda and its distorted picture of Britain "found acceptance in many Indian quarters, where a truer appreciation of the realities of the situation might have been looked for."

Through Moscow's agents in India, there were formed, at least in Bombay and Calcutta, new "Workers and Peasants" parties, which, unlike the Indian Communism Party, seem to enjoy both the approval and support of Communists outside of India.—Reuter.

## GANDE, PRICE, LTD.

### BUSINESS BETTER DESPITE DEPRESSION.

#### TO-DAY'S ANNUAL MEETING.

An increase in turnover during the year in spite of business depression and the falling off of outports business owing to unsettled conditions was reported at the annual meeting this morning of Gande, Price and Co., Ltd.

The net profit of the year was \$5,075.17, comparing with a debit balance last year of \$6,151.17.

Mr. S. C. Pank presided over the meeting, supported by Mr. Leung Yan-po and Mr. Kenneth Chan (Directors), Mr. C. Bond, Secretary-Manager, and Messrs. Pang Kwok-sui, D. Rumjahn and Chow Tung-sang, Shareholders.

Chairman's Review.

The Chairman addressed the meeting as follows:

The net profit for the year under review is \$5,076.17 against which has to be placed the debit balance of \$6,151.59 brought forward from profit and loss account for the year 1926, leaving a debit balance on profit and loss account of \$1,076.42 which your Directors propose to carry forward to 1928.

I am pleased to state that, although we have been again severely handicapped owing to the general depression of business, our turnover for the past year has greatly increased, and your Directors have every confidence in stating that the future outlook is far more promising than in the past two years, and they trust now that business relations with the outports are again resumed our sales will multiply and be far above our expectations.

It has been the earnest wish of your Directors for the past few years to place before you a report worthy of your best consideration, but although they have done their utmost and received the full co-operation and support of the staff, they regret to state that they have not reached their expectations, owing to the adverse circumstances they have had to contend with. However, with brighter prospects in view, your Directors trust they will have far better results to place before you at our next annual meeting. In conclusion, Gentlemen, I have much pleasure in proposing the adoption of the report and statement of accounts as placed before you, and after they have been seconded, I shall be pleased to answer to the best of my ability any questions the shareholders may care to ask.

### SHAREHOLDERS' TRIBUTE.

In seconding the adoption of the report and statement of accounts, Mr. Pang Kwok-sui said:

I am sure I am only voicing the sentiments of the shareholders present when I say great credit is due to our Directors on the past years' working. Although they have been severely handicapped owing to business being practically at a standstill at the outports, the balance sheet shows a decided improvement on the previous year, and I trust now with more settled conditions in the adjoining districts at our next meeting we shall have better results.

The report and statement of

## LORD TREMATON.

Now Practically Out Of Danger.

### NO FURTHER COMPLICATIONS.

Mother Hastening From Capetown To See Him.

London, To-day. The latest report from Belleville regarding Lord Trematon states that no further complications have arisen and the doctors are now inclined to think that he

is practically out of danger.

Desert Dwellers Prefer Raiding To Football.

London, Yesteray.

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Surprise & Amusement.

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